

CONTRACT FOR AIRPORT DESIGNING AWARDED

Action on the construction of the new international airport at Anchorage got underway in earnest July 19 with the awarding of a contract for the designing of the runways, parking areas, taxiways and other ground facilities to the Thomas B. Bourne Associates of Washington, D.C., on a low basic bid of \$232,000.

The bid includes designing of all the ground facilities and inspection during construction for two years. Each bidder also was asked to quote an alternate figure per man per month for inspection after two years if construction takes that long. Bourne's bid on that item was \$1800.

The other six bids, opened July 15, were: Flora Engineering Co., Cheyenne, Wyo., \$232,500 and \$700; Airways Engineering Consultants, Inc., Washington, D.C., \$255,000 and \$900; Gustav Karla, Seattle, \$272,659 and \$4645.60; Michael Baker, Jr., Inc., Rochester, Penn., \$350,000 and \$1200 and Marshall C. Hoppin & Associates, Anchorage, \$582,353 and \$900. Faye, Spoffard & Thorndike, Boston, submitted a different type bid of \$180,000 for design engineering only and inspection services on a 25 percent cost-plus basis.

Bids were judged on the qualifications and organization of the bidding firms as well as price, and the contract awarded on that basis, according to Ralph A. Rich, chief of Contract and Procurement. The winning bidder is to complete plans and specifications for
(Continued on page 24)

32 NEW STATION MANAGERS ATTEND RO CONFERENCES

Thirty-two new "designated" station managers have attended two indoctrination conferences in the Regional Office to prepare for their new jobs since the last issue of MUKLUK. Also during the month, seven changes in station manager appointments have been made and five new selections announced.

Fifteen new managers attended a conference from June 22 through June 25, and at least 12 of them already have assumed their new positions. Chief communicators who attended the meeting and the stations where they are managers are: Roy Delaney, Kenana; Larry Lawton, Kenai; Everett Musgrove, Talkeetna; Ormond Robbins, Kotzebue; Don Thomas, Sitka; Richard Inman, Tanana and Albert Machin, Haines.

MTIC's at this conference and the stations where they are now managers are: George Beckett, Petersburg; Carl Hoffman, Sheep Mountain; Ernest Pierce,
(Continued on last page)

NEW PAY RAISE WILL SHOW ON AUG. 6 CHECKS

The \$330 a year pay raise recently authorized by Congress for all Civil Service employees becomes effective July 11 and will first show on the August 6th pay checks for the Eighth region employees.

The increase is a flat raise in the rate of pay for all Civil Service grades thereby increasing the top levels to a ceiling of \$10,330 a year. It is subject to taxes and retirement deductions. Those paid by the hour are not affected.

MUKLUK TELEGRAPH

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Betty Graves, Editor

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NEW EDITOR TAKES OVER MUKLUK

A new editor will take over publication of the MUKLUK TELEGRAPH with the August issue. She is Mabel Stubbs, former typist and file clerk at the Regional Warehouse. Betty Graves, editor for the past year and three months, is resigning at the end of July to go back to the States with her husband, Wally Graves, former reporter for the Anchorage News. Mrs. Stubbs is the fourth editor of the CAA monthly paper.

The new editor came to work for the Eighth region last October at the Warehouse, just a few weeks after coming to the territory to join her husband, Tech. Sgt. R.B. Stubbs, message center chief at the Joint Communications Center at Fort Richardson. Mrs. Stubbs gained writing experience during her three years as a student at Manchester College in North Manchester, Indiana, where she was a reporter and feature writer for "Oak Leaves," the college paper. Later she was a reporter for "News in General," the monthly house organ of the General Tire and Rubber Co. in Wabash, Ind.

She was born in Wabash and went to high school there. After college she went to Chicago for two years to study the organ at the American Conservatory of Music. After returning to Wabash, she was organist for several years at the Christian Church there and worked for Western Union before going to General Tire and Rubber where she worked for ten years as receptionist and switchboard and teletype machine operator.

Mrs. Stubbs says she is particularly interested in printing articles from field stations and hopes that all the new station managers will make an effort to see that their stations send in contributions regularly. She is a bit discouraged over the fact that there are only three contributions from the field in this issue (one of them is in Uncle Mike's Wailing Wall) but sincerely hopes field personnel like to read about other stations well enough to send in articles about themselves occasionally.

Mrs. Graves and her husband plan to move to the Puget Sound country near Seattle where Mr. Graves will try his hand at free lance fiction writing. The two came to Anchorage in August of 1946 for a two month's visit and have been here for two years.

The following communicator assignments recently have been made:

ASSIGNMENTS

Louis Mack	Umiat
Frank Srebalus	Junoau
Vincent Sullivan	Umiat
Forrest Roxxytle	Szewetra
Glen Robbins	Summit
Kenneth Risinger	Port Heiden
William Adams	Point Barrow
Roy Mixon	Northway
Perry Mahaney	Nome
Nicholas Kass	Nome
Ross Hall	Maknek
Martin Greiner	Moses Point
Patrick Carroll	McGrath
Hugh Bushnell	Farewell
Donald Baker	Bettles
Theodore Bailey	Bethel
Thomas Hendershot	Anchorage
Clifford Aahl	Northway

REASSIGNMENTS

Wilfred Trew (as CACOM)	Sheep Mt.
Adolph Roseneau (CACOM)	Unalakleet
Harold Doeblor (CACOM)	Maknek
Vernon Counter (CACOM)	Petersburg
Glenn Fossett (CACOM)	Maknek
Kenneth Wood	Farewell
William Boblenz (CACOM)	Northway
Francis Johnson (CACOM)	Gulkana
Ruth Mariner	Summit
Paul Moland	Homer
Edwin Austin	Gustavus
Joseph Kinney	Annette Island
Carlton Mariner (CACOM)	Summit
George Wilkins (CACOM)	Cordova
Frank Smith (CACOM)	Annette Island
Kenneth Ruhle (ACAOCI)	Anchorage
George Sink (CACOM)	Anchorage
Virgil Lamb (COCOM)	Anchorage
Carl Shute	Gulkana
Maurice Emmingfield	Haines
Ralph Melander	Junoau
Edwin Snyder (SOCOM)	Anchorage

"I wish we'd get a few shipwrecked sailors washed ashore," mused the cannibal chief. "What I need now is a good dose of salts."

DRIVER AT WAREHOUSE

DIES SUDDENLY JULY 9

Friends and fellow-employees of Chris Olsen were shocked to learn of his death early Friday morning, July 9th. Apparently in good health the night before, he failed to awaken and was discovered by his brother-in-law.

Mr. Olsen had been with CAA since May 1947, and was working at the Regional Warehouse as driver. In his daily contacts he made many friends, and was never too busy to do little extra favors for them. He was born in Copenhagen, Denmark in 1889, and prior to his coming to Alaska was a resident of Olympia, Washington.

Brief services were held Saturday June 10th, with the Rev. A.O. Odegaard officiating. Following this, the body was sent to Springfield, Missouri, for burial. Mrs. Olsen recently left for Springfield to visit their daughter, who is the only surviving child. One son was killed during the war. The present address of Mrs. Olsen is 2323 N. Johnson Street, Springfield, Missouri.

HOME STUDY COURSES FOR CAA CHILDREN RECOMMENDED

Because there are no schools near the majority of CAA communications stations in the territory, the Operations branch recently issued a circular recommending two extension schools publishing home-study courses for children. The Territorial Department of Education formerly supplied such home-study courses free, but discontinued it several months ago due to lack of funds.

The Territorial Commission of Education highly recommended the extension courses published by the Calvert School, Tousey Road, Baltimore, Maryland, which covers from kindergarten through high school, and the Winnetka Extension School for Children, Winnetka, Illinois.

ANNETTE MAN INVENTS MACHINE FOR ROOFING

The complete reroofing of approximately 28 CAA buildings at Annette Island with sheet metal was completed in May at a cost to the government of only 5¢ a square foot thanks to the ingenuity of mechanic Charles Bonat and his crew who rigged up a Rube Goldberg-like contraption to roll out the curved iron coverings of surplus quonset huts into flat sheets for the badly-needed roofs at that station.

It became apparent with last fall's rains that 20 some former Army buildings at Annette with tar paper roofs, now owned by the CAA and used for storage and other purposes, were badly in need of new roofing; however CAA had no funds for the job. Maintenance men looked longingly at the several hundred empty, unused water-tight quonset huts at the station which the Army also had turned over to CAA and wondered if the curved corrugated iron sheets of the huts could be used for roofing the other buildings. CAA already had stripped the huts of celotex and masonite which it had used for partitions and repairs around the station.

At first they tried flattening the curved metal sheets by hand, but that proved far too slow to be practicable, according to Sam Kelly, Regional Office maintenance inspector. Then Bonat and his small crew of time-sheet employees, with the help of station personnel, put together a power roller which flattened the huge curved sheets in about a half a minute each, leaving the corrugation in. The "rig" is about ten by four feet, Kelly said, and has three large rollers made out of logs, an assortment of cogs and gears and an electric motor.

With the machine, Bonat's crew was able to use the metal from about 120 huts to reroof the CAA buildings. The 5¢ a square foot cost included knocking down the quonset huts, flattening the

ROUGH PRE-HOLIDAY WEEK EXPERIENCED AT FAIRBANKS

CAA Operations personnel at Fairbanks had a rough pre-holiday week with Walt Bear, acting tower chief, making an unscheduled parachute jump when he fell out of an open plane during a slow roll and Clyde Smith, station chief, seriously injuring his right forearm in a tussle with an outboard motor the evening of July 3.

Bear, a student pilot, was taking instructions in an open cockpit Stearman from George Richard, who works in the Air Traffic Control Center, during the week preceding the Fourth of July. When Richard went into a slow roll, Bear's safety belt became undone and he tumbled into space, making an unsuccessful grab for the aircraft and hurtling on toward the ground in the vicinity of the Chena River. He managed to open his parachute and landed not far from the CAA transmitter.

Bear suffered a fractured bone in his ankle and skinned his hand in reaching for the plane, in addition to numerous mosquito bites inflicted after he landed in the swampy Chena River area.

Station Chief Clyde Smith took his son out for a spin on the Chena River in his boat with two outboard motors the evening of July 3. The pair did a sharp turn in the boat and one of the motors came loose and kicked up out of the water. While trying to shove it back down, Smith's forearm came in contact with the spinning flywheel and the tendons and muscles in it were badly torn. He was taken to the hospital for several days of treatment. Doctors say his arm will be all right again, although it will take a long time to heal.

metal sheets and putting them on the wooden buildings, thus accomplishing an urgently-needed repair job and saving the government several thousand dollars at the same time.

THREE EIGHTH REGION MEN
ATTEND ICAO CONFERENCE

CIVAIR CLUB PICNIC
IS POSTPONED A WEEK

Three delegates from the Eighth region of CAA left for Seattle July 7 to attend the North Pacific International Civil Aviation Organization conference, the first conference specifically covering the North Pacific area ever to be held by ICAO. They are Earl Hickok and R.J. Petite from the Operations branch and Frank Fuqua from Safety Regulations. Burleigh Putnam, superintendent of Safety Regulations, flew to Seattle a few days later to attend the opening sessions of the conference only.

This important civil aviation meeting is being attended by delegates from the United States, China, the Philippine Republic, Canada and General MacArthur's headquarters in Japan. Other United States government agencies concerned with the conference besides the Department of Commerce include the State Department (which is sponsoring it), the Army and the Navy. CAA delegates from Alaska, Hawaii, the Pacific Northwest states and Washington, D.C., will attend.

The conference convened July 12 on the University of Washington campus. It is expected to last about four weeks, or longer. The Alaskan delegates attended an earlier preliminary conference July 9th and 10th for all United States' representatives.

ICAO is an international organization composed of 45 member nations established during the past few years to further international aviation through the standardization of international procedures for all aviation activities, such as communications, aids to navigation, transport operations, traffic control, air rules, etc. Its aim is to so standardize aviation procedures throughout the world that a pilot of any nationality can fly into an airport in any country and be thoroughly familiar with all procedures involved.

Delegates Hickok and Petite will be specifically interested in the parts of

Postponed a week because the picnic tables were reserved by another group for July 18, the Civair 8 Club picnic at Lake Spenard will be held Sunday, July 25, according to Irma Lebbin, club secretary and chairman of the outing.

All Civair 8 Club members and their families are invited to the picnic which will begin at 2 PM. A car pool is being arranged, although city busses run to the lake every hour on the half hour.

A pot luck picnic dinner will be served at 2:30 PM and personnel are now being solicited by questionnaire to determine what they will bring. Coffee and the trimmings, cold drinks and ice cream will be furnished by the club.

The day's events will include swimming and boating, a bathing beauty contest, races for youngsters and adults, a merry-go-round and train for the children, a scavenger hunt, ball games and dancing to the juke box.

The picnic committee includes Jessie Hough and Margaret Mitchell of the Steno Pool in charge of food and Ben Linder and George Cutler of the Radio Lab in charge of games and entertainment. Lorraine Robar, Communications Operations division, and Alberta Bigelow, Plant and Structures Construction division, also are on the committee.

the conference pertaining to radio communications and air traffic control. Mr. Fuqua will be primarily concerned with international safety regulations.

Mr. Hickok, with Carl Bassler also of the Operations branch, attended a preliminary conference in Washington, D.C., in May and June to assist in the preparation of the Communications part of the United States' "positions" in this regional conference now in session.

TWO NEW MACHINES

ORDERED BY REGION

A power operated addressograph and a multigraph have been ordered by CAA for the Regional Office and the manufacturers say delivery will be made in from 30 to 160 days, according to J.E. Goodwin, Budget and Management chief.

The addressograph is about as large as a desk and will probably be kept in Mail and Files. It can be used for rapid addressing of envelopes, papers, repeated printings of personnel lists, purchase order descriptions for stock and stores and any number of series of descriptions of items which will be used repeatedly.

The printing plates are made by punching out letters on the small metal plates with a machine similar to a typewriter. The plates can be kept in files and run through the machine whenever a particular list is to be printed. The plates also have tabs on them, so they can be tipped into a position that will not print. In this way any part of a particular list can be printed, as required.

The multigraph is used for off-set type printing and will do anything that a mimeograph machine can do although it prints more legibly. It is about the same size as a mimeograph machine and operates at about the same speed. Instead of a stencil, a white master sheet is typed and the copies are made from it by the machine. Mr. Goodwin said that photographs can be sent to the multigraph company which will process them so they can be printed on the machine. The multigraph will be used to print the longer Regional Office publications, such as NOTAM and MUKLUK, and the mimeograph machines will be used only for short runs.

Perfect example of rigid economy: a dead Scotchman.

LORRAINE NELSON RESIGNS

FROM LINK TRAINER POST

Red-haired Lorraine Nelson, for two years operator of the Eighth region's link trainer, has resigned, effective July 23, after three years with CAA. She will be succeeded by John D. Armstrong, who has been a communicator at the Anchorage station since June of 1947.

Lorraine first came to the territory in September, 1945, as a communicator at Gustavus after six months training in Seattle. After a year she transferred to Anchorage as link trainer operator.

During the war she was a flyer for the WASPS from November, of 1943 to December of 1944 and was stationed at Pecos, Texas, where she test-hopped twin-engine Cessna training planes. She has more than 600 hours of flying time and holds an overland commercial pilot's license for both single and multi-engine aircraft. She served a short time with the WACS, before joining the WASPS.

Lorraine says her plans after leaving CAA are very indefinite; she might stay here and she might go Outside, but as yet hasn't made up her mind.



"Johnny's been after me all week to get him a Piper Cub, but I think a dog and cat are enough pets for a boy, don't you?"

(--Christian Science Monitor)

UNCLE MIKE'S WAILING WALL



(Realizing there are times and conditions in the course of every CAA employoo's career when the heart of lead weighs down unbearably, with consequent loss of efficiency, UNCLE MIKE'S WAILING WALL will endeavor to act as an understanding and sympathetic listener to the wces of our readers, occasionally offering free advice, and in other cases punching the T.S. cards of the sufferers. Pet peeves and boefs of all kinds are solicited. Let the reading public share your sorrow. --Ed.)

Port Heiden, June 24

Dear Unclo Mike;

I've got a gripe. As everyone has probably noticed, things have become too simple since the new location identifiers went into effect last March. Now personnel just entering on duty with the region are having too easy a time of it and we are spoiling the pilots.

Previously it took at least a year of constant use to learn the Alaskan identifiers; now it can be done in two weeks. In the old days, new trainees were utterly dependent upon the older personnel. A new man working a point-to-point circuit would yell "Quick, what's the teletype call for Hoonah," or "Where in the ___ is UHQ?" We would then have the man at our mercy and could give him the right or wrong answer, depending on whether we were getting the proper amount of respect. Now personnel now ignore us entirely, after the first couple of days.

All, however, is not lost. The Army has found an answer. It is so simple that I am surprised that we did not hit upon it first.

Shortly after the new identifiers became effective, the name of Adak facilities (ADK) was changed to Davis. Next,

Umnak was renamed Cape. Then, after a period in which much consideration evidently was given the situation, a new name was selected for Cold Bay (CDB) -- Thornbrough. Now this name is obviously perfect in all respects. Not only does the name have no connection with the local geography, it cannot even remotely be confused with its identifier and, last, but by no means least, the name is difficult to pronounce. Even the personnel stationed there do not agree on its pronunciation -- some say Thornbrough, others use Thornborrow or Thornburrow.

Why can't CAA do likewise? It's working out wonderfully on Green Airway 8; many of the pilots are no longer sure of where they are going or where they've been. It is my suggestion that a region-wide contest be held for the purpose of selecting new names for all Alaskan CAA facilities and that the following rules apply to the contest:

1. Each name submitted must have a minimum of three syllables.
2. Any name which contains any letter included in its respective location identifier will be automatically eliminated.
3. Names may be in the language of any member-nation of ICAO.
4. The name must be difficult to pronounce.

It is further suggested that the prizes in this contest be transfer (TAEX) of the winning employees and dependents to the region of their choice. This would not only plant them in virgin soil but also would reward the winners -- as well as utilize their talents in the changing of names of facilities.

If everyone will give his utmost cooperation we can soon defeat this silly trend toward simplification.

—J.L.A.

FLIGHT INSPECTORS

TWO CAA PLANES INJURED

After all the emergency trips mentioned in last month's column, we have only one to report for this issue -- a night trip to McGrath by Morgan Davies and Jim Pfaffner to bring in a patient with what was thought to be acute appendicitis. The pilots brought in Harold J. Doebler, a communicator, Wednesday night, July 7, and he was taken right to Providence Hospital. The last we heard, they didn't operate on him, and he went back to McGrath July 11.

Thursday, June 24, was an unlucky day for CAA planes. In the morning a small Cessna, flown by a student pilot, stalled and fell onto the left wing of Douglas NC-62, seriously injuring the student pilot, demolishing the Cessna, and making a sizable hole in the leading edge of the DC-3's wing. Mechanics and members of the loading crew fortunately escaped injury. NC-62 is now back in the air with a borrowed wing.

That same afternoon a float strut fitting on Norseman NC-99, piloted by Fuzz Rogers, broke just as the plane became airborne from Lake Iliamna. The trip from there to Anchorage was, in Fuzz's words, "an accident waiting for a place to happen."

During the landing at Lake Hood, all went well until the plane was coming off the step, when the float struts folded, the nose dropped into the water and the propeller blade cut a hole in the right float. A Tenth Rescue Squadron boat that was standing by towed the plane to shore. Pilot Rogers and his passengers, George Woods and Red Dodge of the hangar, jumped ashore without even getting their feet damp then Fuzz fell down in six inches of water and was soaked to the skin.

The Farewell oil haul started off famously, with Jack Jefford and John Free-land making two trips a day in NC-14. They were soon joined by Charlie Wayer

PAYROLL GIRLS WORK LONG HOURS TO GET CHECKS OUT

The bleary-eyed girls in the Payroll section are hoping CAA personnel will appreciate their pay checks a little extra this next month or so because it is only through working long hours of overtime on their part that the checks have been on time the past few pay periods.

Because of the extensive balancing of books and setting up of new cards due to the new fiscal year, many of the girls have put in 66 hours a week for several weeks, working 11 hours a day through Saturdays. The long narrow Payroll office took on the appearance of a poker den for awhile with all the girls smoking extra cigarettes and the room not getting its usual number of hours of airing at night.

The sad part about it all is that they may have to spend an equal amount of overtime all over again on the next pay period when the increased retirement deductions become effective -- and again on the pay period when the wage increase for civil service employees becomes effective.

and Speck Reynolds in NC-5, and it looked as though Farewell would have its share of oil in a short time.

However, after the accident that temporarily decommissioned NC-82, the oil tanks were pulled out of NC-5 and it was reconverted from an oil tanker to a general freighter. Then the spell of remarkably good weather ended and the flow of oil to Farewell dwindled to a mere trickle. If the clouds and turbulence disperse enough so that NC-14 can safely travel over the mountains with its heavy loads, the job should be completed in about two weeks.

Bill Hanson is back in Anchorage after three months in Gustavus and Juneau. He must fuel right at home with the "Southeastern" weather we're having.

G.I. FLIGHT TRAINING DECREASE PREDICTED

Delay in the renewing of G.I. flight training contracts for the 1949 fiscal year has caused a slight slow-down in veterans' flight instruction around Anchorage although the situation is not nearly so bad as last year, according to Virgil E. Stone, assistant to the administrator for Personal Flying Development.

However, the recent passage by Congress of a law stipulating that veterans may no longer take government financed flight training for recreation or avocational purposes, but only as an aid to their present or expected vocations, is expected to cause a definite decrease in G.I. flight training in the territory.

Jack Carr, owner of the Jack Carr Flying Service of Anchorage, estimated that his G.I. flight training program would be cut about 50 percent by the new restrictions, although other local operators made no predictions. Mr. Stone said. Under the new law, G.I. flight students must spend at least four hours a week taking instruction, which is considerably more than most veterans previously had been spending with their flying lessons.

The Jack Carr Flying Service temporarily closed down its veterans training program for a few days June 30 when the 1948 fiscal year contract expired, but opened it again shortly afterward on a Memorandum Agreement with the Veterans Administration pending renewal of the regular contract. United Airmotive got its Memorandum Agreement the first of July so its G.I. training continued uninterrupted. Delays in renewing of contracts last year by the Veterans Administration forced flying schools throughout the territory to discontinue their veterans programs for several months during the summer.

"Do you have any airmail stationery."

"No, will flypaper do?"

COMMUNICATOR'S TESTIMONY FEATURED IN MAGAZINE AD

The harrowing testimony of Carl F. Gulley, former chief communicator at Northway, regarding a close call in his private plane was featured in a dramatic full-page ad for Aeromatic propellers in the June issue of "Flying" magazine. Gulley recently was appointed chief and station manager at Homer.

The ad contained a large picture of a man and a pretty terrified woman in a plane heading straight for a snow-covered hill. The headline said, "PRAYER AND AEROMATIC WIN OVER AIR SPEED BELOW 50... END OF RUNWAY...HILL DEAD AHEAD..."

"A steep 30-foot bank of the Yukon River at one end of the field, a high hill on the other and a no-wind condition!" the ad said. "That's the situation in which Carl F. Gulley and wife found themselves as they attempted to land on the snow-covered 1500-foot strip at Eagle, Alaska. What happened? Here's the story in Mr. Gulley's own words:

"The terrain was extremely hard to determine when blanketed with solid clean snow, but I knew I should have been on the ground and kept feeling and feeling for it. It wasn't there! Suddenly that hill loomed up just in front of me. By then my air speed was below 50, and brother, was I panicky!

"I knew I couldn't make it, and thought of that beautiful plane stalled out in the treetops. But I gave it full throttle, eased the nose up, and prayed. Just as I skimmed over, I breathed a sigh of relief. I had had faith in an Aeromatic before, but that little episode really sold me. I'd sooner lose my main gear than my Aeromatic!"

Bright young man: "Waiter, bring us two orders of Spumoni Vericels, please."
Waiter: "Sorry sir, but that's the proprietor."

HAINES HERMIT

SHEDS A TEAR FOR DEPARTED COMMUNICATOR

Thank goodness, he's gone at last. Poison Pen Shute, that is. Station efficiency has already risen 50%. I overheard the Haines Hermit greeting brother Maurice Benningfield upon his arrival from Gulkana after the Shute-Benningfield switch with a note of relief in his voice.

"These young squirts are okay for mopping up around a station, but they're sure hell on a circuit," he said. Carl was right handy with a broom but his trouble was that he didn't know whether he was holding a broom or the handle of a bug when he came on watch. Poor Gulkana.

"Oh well, guess we shouldn't be too hard on old Carl. He and Harriman didn't see eye to eye on CAA policy. It was finally a matter of either you go or I go. Haines was getting a black eye so we finally had to ship him off to Gulkana. But I understand Friend Truman took even more drastic action and sent Harriman to Europe. The old war policy: kicked upstairs."

Here the Hermit paused for a moment while he rummaged through the filing cabinet. "Ah, here it is. Heh heh, Whitey keeps changing the hiding place of his bottle, but I know 'em all now. Here, have a shot, Benny. We don't have any plumbing in this building so we have to take it out of a bottle. Sit down, son, and let me give you the dope on this station."

"Nobody's around here now 'cept me and the midwatch. Whitey, that's our chief, has just been promoted to station manager and they called him up to the RO for a conference. Brownie, our MTIC, is wandering around in California right now on annual leave and he doesn't know it yet, but he's slated for station manager at Skwentna when he gets back. Jack

Woods is the relief MTIC and I think he's out joy-riding up the highway with Hayden. Seems that Hayden is acting vice strawboss in charge now and with his new promotion he ups and buys a 1949 Ford. It sure is a lulu and has more controls on the dash than a DC-4.

"And that's Marty sleeping over there in the corner. His work has been cut in half since Carl left, especially in the matter of correcting the errors in 1130A. Carl used to take weather observations with his eyes shut. While Marty was correcting form 1130A Carl would spend his time censoring the articles that Marty wrote for MUKLUK--the place was a madhouse. Carl was inhuman in his treatment.

"I think Carl was really never born. He was just hatched out on a rock in the sun. I wonder who he'll get to ghost his MUKLUK articles at Gulkana. He used to sit around the station here with his feet propped up on the Klenischmidt composing poetry. He would sit for hours and do nothing but scratch his head; then while he was pulling the splinters out of his fingernails he would suddenly get an inspiration and dash off a ream of rhyme.

"I suppose for all his faults we'll miss the boy, though. Say, that reminds me, the new MUKLUK ought to be out now. Let's amble down to town and see if it's on the magazine stands yet. There might be some right pretty poetry in this issue. Besides the tavern is next door -- and you can see almost all of the town without moving off your seat at the bar...."

As Benny and the Hermit wandered down the road, I thought to myself that the Hermit was being a bit rough on Carl so in memorium to him and all poetry from

IDENTICAL TWIN GIRLS
BORN TO FRANK NELSONS

A pair of identical blonde, blue-eyed twin girls joined the ever-growing circle of CAA youngsters in Anchorage July 1. The not-too-surprised parents are Mr. and Mrs. Frank A. Nelson, Jr., who were informed of the impending double blessed event six months early. Mr. Nelson is with Communications Maintenance.

The first, Jan Yvonne, was born at 8:18 AM and her slightly younger sister Jean Yvette arrived less than a minute later. Jan weighed six pounds, seven and a half ounces and Jean weighed six pounds, 15 ounces. The excited father reports the girls look so much alike their mother has a hard time telling them apart and the nurses could distinguish them only by their "A and B" tags. The twins have an older sister, Ann, who is six.

this station, I offer the following—and promise never to do it again.

Here's to Carl Shute,
Tho we gave him the boot
He's still a good guy.
Altho a bit shy
But like his camera obscura
His brain's in a furor
And the things that he writes
About the dear Weather Bureau
Would irk any other
Except Reichelderfer.

And the tops that he's torn
From the MTC's worn
Won't soon be forgot, but
To be perfectly truthful
He's really quite harmless
And what pains us most deeply,
The cause of our tears,
Is that from now on poetry that rhymes
Won't originate from Haines,
But instead will probably be signed
by Gulkana Gertie

Blessed are the censors, for they
shall inhibit the earth.

JEANNINE EMERSON AND
JOHNNY JOHNSON WED

After a five-day honeymoon spent up the highway as far as Eureka and in Anchorage, Mrs. M.C. (Johnny) Johnson, the former Jeannine Emerson, was back at her desk as secretary of the Flight Operations division July 7 following her wedding the evening of July 1.

Miss Emerson and Mr. Johnson were married at a candlelight ceremony at the First Church of Christ at 8 PM July 1. Gail Kosbau of the Communications Operations division was matron-of-honor and Howard Kosbau was best man. The bride wore a white dressmaker suit, a white veil-trimmed straw hat and a corsage of baby orchids. She was given in marriage by her father. Her two sisters, Jo Ann and Margaret, were flower girls.

The new Mrs. Johnson came to Anchorage from Chicago three years ago with her parents, Mr. and Mrs. Mac A. Emerson. Mr. Emerson is assistant regional director of the Weather Bureau. She was graduated from Anchorage High School in June of 1946. Mr. Johnson is employed by the Weather Bureau and came to Anchorage four and a half years ago from Ely, Nevada. Although the bride was born in St. Paul and the groom just across the river in Minneapolis, the two did not meet until they came to Anchorage. Mr. Johnson also is well-known in Anchorage as president this year of the City Softball League.

The newlyweds are now making their home at 441 11th St. while Mrs. Johnson's family vacations outside. They plan to move into a home of their own early in October and to take a delayed wedding trip in the States themselves next summer.

Statistics show that Yale grads have 1.3 children while Vassar grads have 1.7. Which merely goes to prove that women have more children than men.

P. & S. CONSTRUCTION

BARNEY LOCKE WINS JACKPOT AND ENTERTAINS DIVISION

The Plant and Structures Construction division during the last week appeared much like Grand Central Station we were blitzed with traffic by the engineers who had conquered old field assignments and were in the office for instructions concerning more work and places to go. It all went something like this;

Harold Tarbort swung a wicked paint brush and completed his runway paint striping at Bethel and Nome; returned home in time to play with fireworks.

Arne Erickson came to town from Shuyak and after a week of official business at the office will have returned to Shuyak before this goes to press.

Engineers J. Edgar Daigle and Lyle Bonn completed construction work of the first ILS system in Alaska at Gustavus and on schedule too. Bonn says, "Almost to the minute."

Under the supervision of John Gootz, electrical engineer, Lytle and Green completed the Approach Lane Lighting System at Galena. Having completed his reports at the office, he took off again and this time for Gustavus.

The completion of the Approach Lane Lighting System at Nemana sent engineer Henning Johnson back to Anchorage for re-assignment.

Engineer John B. Boyanchek who has been doing his duty at Petersburg and Juneau returned to Anchorage after an absence of six months.

Ralph Klokkevold who has been vacationing for the past two weeks building his new adobe hacienda was sent an SOS to depart for Shuyak on an inspection trip and will accompany Arne Erickson in the immediate future.

And speaking of vacations, Bernard Reitan is enjoying the balmy, July weather in and about Anchorage. Ned Nelson is acting as resident engineer on the Annotto Island airport paving project -- a very worthwhile activity according to various reports.

Feeling in a festive mood after winning the jackpot on the Louis-Walcott fight, Barney Locke arranged to entertain the Construction Division at the Idle Hour Country Club and a "knock out" time was reported by all in attendance. Barney must have a rabbit's foot which never fails him, at least when it comes to winning pools and jackpots, for he wins EVERYTHING here in the Loussac-Sogn Building.

The contractor completed the approach lane lighting system at Gulkana under the supervision of Warren M. Wilkins -- and speaking of Wilkins, he took J.E. Daigle for a ride in his plane to the Kenai peninsula on the Fourth of July and became stranded. Luckily the Put-Put had a radio. Sea Airmotive was summoned and with a shot or two of Jete the boys came bouncing across Korrill Field.

Red Wilkins entertained employees of the Construction Division the evening of July 7 with a travelogue. His colored slides and movies were of summer and winter scenes taken from both air and ground and covered the territory from Kotchikan to Kotzebue. Those who have not been too far away from Anchorage got a clear perspective of what the territory consists of and all vowed it was not only entertaining but educational as well. Refreshments were served with Vida Lommen and Ada Woberg presiding.

Our office was favored recently by a visit from a former CAA-olddtimer, Til Hopewell, who was formerly Chief of Construction, and his associate Tom Bourne of Washington, D.C.

--ANNE OLDAKER

OPERATIONS HAS MORE STAFF CHANGES, FOUR NEW CHIEFS

Last month we took up most of one column reporting changes in the Operations Branch Regional Office staff. Well, it's a changing world that makes things interesting, and an unchanging world certainly would be dull. The following further changes have taken place to keep things from becoming dull in the Operations branch.

With the recent abolishment of the Inspection staff, Earl Hickok, its former chief, moved to the Communications Operations Division as assistant to the chief. Eugene Berato, until recently the chief overseas communicator at ANC, will move into an airways operations specialist's spot in the same division.

Robert Finegold and Kent Tillinghast, also former members of the Inspection staff, but working primarily in the Mobile Aeronautical and the Airport Traffic Control sections respectively, have been transferred to the new Operations Standardization staff and the Air Traffic Control division respectively.

The branch has four brand new chief aircraft communicators in the field this month, who are listed below:

VERNON COUNTER entered on active duty at Petersburg in February, 1943, and is another example of "home town" boy making good in his home town. To Vernon, Alaska is Petersburg and vice versa, and he has never seen any reason for trying to make a change.

KENNETH WOOD entered on active duty at Yakutat in December, 1942, and also is an example of home town boy making good, except he did it at Farewell, where he is now chief. After coming to Alaska, he remained at his "home town" of Yakutat until June of 1947 when he transferred away down to Juneau. (What wanderlust some people exhibit!)

GENE BERATO TRANSFERS TO SPECIALIST POSITION

Eugene Berato, who has been the Chief Overseas Communicator at the Anchorage station since October of 1945, has returned to the Regional Office in the capacity of an airways operations specialist in the Operations Branch.

We must say "returned" because Mr. Berato was in the Regional Office during an earlier time as a communications inspector in the same branch. That was from August 1944 to October 1945. Previous to that he had been senior overseas communicator at the Anchorage station, and so on and so on down the ladder until away back when - when he came to the eighth region in June 1941. Mr. Berato entered the service in August 1937 at Columbus, New Mexico.

She was only the grave digger's daughter, but you ought to see her lower the beer.

CARLTON MARINER entered on active duty at Farewell in September of 1944. He couldn't possibly be a home town boy making good because there was never a town there. Moving on to Naknek at a later date, he subsequently found himself stepping off the train at Summit as chief aircraft communicator. Allowing us to change the subject abruptly--we do not know where he acquired the accomplishment, be he puts out a good plate of eggs and bacon.

VIRGIL LAMB entered on active duty in September of 1941 in the Seventh region and a few months later became another Alaskan communicator who found himself stepping off the train at Summit. Subsequently he transferred to Anchorage where he worked up through the ranks to his recent appointment of chief overseas communicator. In between ranks, Mr. Lamb has been raising a family which now consists of five young'uns.

The SOC on Bureaucrats

The Senior Overseas Communicator knocked the clinkers out of his fragrant old cob pipe as he speculatively eyed the approach of the Perpetual Trainee, who apparently had something on his mind. "Annual leave this time, I'll wager," muttered the SOC with his rare intuition combined with the knowledge that the PT had been hollering for leave for two years.

"What's on your mind Igric?" he inquired.

"Well, Soupy," began the PT hesitantly, "I've been working for you for a long time now, and..."

"Now just wait a minute, young fellow," growled the SOC. "I am afraid you have been misinformed. You have never worked for me. You and I both work for the people of the United States, and so does the Bull of the Woods and practically everybody else in this outfit, all the way up to the Big Boy himself.

"Any government agency operates without a profit motive, theoretically at least, and I don't make a nickel off your work. Of course, I get less grief from upstairs when you happen to be on the ball, but my pay goes on just the same. As long as we remember we are public servants, and that our service to the people who pay us is our primary reason for existence rather than the individual climb up the ladder of success, we can continue to take our pay checks with a clear conscience.

"On the other hand, as you may have noted, there comes a certain place in the careers of a few of our fellow-workers when they graduate from public servants to GOVERNMENT OFFICIALS, and believe me mister, that's when the taxpayers start taking a beating.

"So if you ever do amount to anything in this outfit (a remote possibility)

for Pete's Sake don't ever forget that you are still a servant of the Joneses' janitor and lots of people like him, and you will be more useful than if you got to be a stuffed shirt with the idea that your subordinates are working for you and the flying public is there just to make your important job possible. Now, what was it you wanted to see me about?

"Gee, Sourpuss, I forgot. Excuse me-- I gotta get back to work for the flying public."

"Attaboy," rumbled the SOC, "and, by the way, the Bull is requesting approval of five days annual leave for you starting Wednesday morning."

With this the SOC took off his battered Stetson, mopped his brow with a handful of forms ACA-223a and started to fill the venerable cornucob with his special blend of horse hair and rubber bands.



"She's the wife of the airline's president!"

(--Flying)

CMCTNS. MAINTENANCE TWO IN DIVISION TO WED

A new gadget has been on exhibit in Division 68 offices, and disrupting work somewhat until removed to the Radio Lab. The gimmick is an unholy device for arousing an ETOC or mechanic, as the case might be, out of peaceful slumber in the middle of the night to restart an engine in event of power failure. It works something like this. You plug it in a convenient outlet and throw a switch. A green jewel lights up and silence prevails. But if the power fails, the light goes out, bells rings, bobs tip over (this detail hasn't been completely worked out yet), etc. At any rate every one had to play with it until we finally removed it from the premises.--K.F.HAGER

Division 68 is very proud of our boy, Frank Nelson, who recently became father of twin girls, Jan and Jean. The twins weighed over six pounds each. Mother and children are doing nicely, thank you. (That smoke pouring forth from Room 234 was only Ken Hager smoking two cigars at one time.)

With Teletype school, station-manager training program, VHF school and annual leave of field personnel, the relief maintenance technicians are the busiest people hereabouts nowadays, scarcely having time to stop in Anchorage long enough to collect a couple of clean shirts before being off on another assignment.

Maintenance Inspector L.L. Zimmerman is in the states making an extensive recruiting drive for new personnel for Divisions 67 and 68. To date he has concentrated on the Pacific coast area, and has visited Seattle, Portland, and Spokane.

Marge Chamberlin just returned from six weeks' vacation in Iowa. She isn't saying much, but it must have been very good for she was on sick leave for two days after she returned.

"NEWT HAD A TURN WITH THE TERNS"--SAYS HULEN

"Newt really had a turn with the terns," was the way Assistant Regional Administrator Allen Hulen put it when describing a battle he and Ralph (sent) Baker of the Seventh region had with the birds when they ventured too near their nests on a fishing trip at Big Lake in June.

Mr. Baker was in Anchorage attending the recent trial of Alaska and Northern Airlines versus Northwest and Pacific Northern Airlines and Mr. Hulen invited him to his cabin at Big Lake for a week-end of fishing. The two approached a small island in the lake which turned out to be a tern rockery, and when the birds got fearful of the safety of their nests they attacked the men in the boat, devoting most of their attention to Mr. Baker.

About a dozen of the excited terns kept diving and pecking at Baker's head scoring several direct hits. They even tried some bombing tactics, Mr. Hulen said. It got so bad Baker had to keep them off with an oar while Hulen started the outboard motor and took them farther out into the lake. Mr. Baker is with the Airways Operations branch in the Seventh region.

We are happy to announce the engagement of two of this division's nicest people-- Elaine Campbell and Ralph Nelson. Elaine is secretary to the chief of the division and Ralph is a relief maintenance technician. Both can be classified as Alaskans, Ralph's home being in Ketchikan and Elaine having come to Alaska with her family from Minnesota some years ago. The date has not been set, but we figure that, although losing a good secretary will be a blow to the Chief, we'll be keeping Elaine in the division anyhow.



CAA'ERS SIT OUT BAD WEATHER OVER FOURTH OF JULY WEEKEND

At least 15 air-minded CAA people in Anchorage believed the weather man over the Fourth of July weekend when he predicted clear and sunny weather for Sunday and Monday and consequently got stuck in various parts of the country in their small aircraft with below-minimum weather.

Perhaps the saddest case was that of Assistant Administrator Allen Hulen who had to enjoy the riggers of the Mt. McKinley hotel for an extra day. Hulen flew to the park Saturday, July 3rd, with Dr. and Mrs. Raymond Coffin in Jack Jefford's Stinson. Although it was a beautiful day Saturday, bad weather descended in about an hour Sunday and the party's return to Anchorage was delayed from Monday until Tuesday evening.

In addition, the transmitter in Jefford's plane was not working and Hulen had to use the Alaska Railroad's phone to call Summit to get the weather, which he started doing at 3 AM Tuesday and repeated every few hours until the weather cleared sufficiently for the party to leave.

Two plane-loads of CAA people really had to rough it, however, when they got weathered in at Shall Lake near Skwentna. Connie and Bill Clayton, Jim Pfeffer, Madge Connolly and Frank Sebek in Clayton and Pfeffer's Gruman Duck and Jim and Ruth Hurst in a Taylorcraft flew to the lake about 2:30 PM July 3rd for a weekend of fishing. Mrs. Clayton is secretary for Personal Flying Development, Miss Connolly works in Audit and Clayton, Pfeffer and Hurst are CAA pilots.

Saturday's good weather ended abruptly Sunday and the seven fishermen spent two wet gloomy days in their one large tent sitting around on their sleeping bags, going outdoors occasionally to fish a bit in the rain.

According to Mrs. Clayton, none of the outdoorsmen had seen fit to bring along cards, reading material or appropriate liquid refreshments. Before they got back they were on their last package of cigarettes and the food just barely came out even. Most of Monday was spent listening to weather reports on the plane's radio.

The fishermen got back to Anchorage Tuesday noon and have publicly vowed never to attempt another such weekend jaunt without cards and poker chips, magazines, lots of cigarettes, and—ah well—anything else they might need to while away the hours.

Ed Seiler, Plant and Structures engineer, took the Chugach Flying Club's Acronca to Talkeetna Sunday night for a one-man fishing trip and also didn't get back to Anchorage until Tuesday afternoon. Mr. Seiler didn't sound too regretful when speaking of being weathered in an extra day; he just said the fishing was awfully good. Also fishing at Talkeetna that weekend was Bob Williams, maintenance man at the Anchorage station who flew up Saturday in his own Stinson Reliant.

Stone Overnights at Kenai

Mr. and Mrs. Virgil D. Stone (he is Personal Flying Director) postponed their trip to the Kenai Peninsula Saturday, July 3, when the weather man said it would be an even better day Sunday. They left for Anchor River, about 20 miles out of Homer, at noon Sunday and it began to rain before they got to Fire Island just out of Anchorage.

By the time they reached Kenai the ceiling had lowered to minimum and the Stones stopped there and stayed until Monday afternoon when they could get back to Anchorage. They were guests of Romayne and Norman Potosky, communicators at Kenai.

STOWELL ON COUNCIL TO REPLACE ROYAL PETERS

Nathan S. Stowell, regional analyst, has replaced Royal Peters of the Contract and Procurement division as one of the two representatives from Business Management on the Civic 8 Club executive committee following Peter's resignation and return to the States.

Mr. Peters had worked in Contract and Procurement for a little more than a year. He left Anchorage July 1 for Petersburg and then Seattle, where he says he may decide to live, although his plans are indefinite.

Another impromptu weekend guest at Kenai was Ralph Westover, of Planning and Control staff, who went down for a few hours Sunday with Al Cassidy in the Goodyear Duck used for crosswind landing gear demonstrations and stayed for about a day and a half. Westover and Cassidy stayed at the new roadhouse at Kenai and returned to Anchorage Monday evening July 5.

Glenn Dean Burgess and Nancy Smith of Payroll were among the many people delayed by bad weather in Nome over the Fourth of July weekend. They went up Sunday on an Anchorage Ski Club excursion aboard the Pacific Northern plane, leaving at 8:20 AM and not arriving until 2:20 PM, and didn't get back until Tuesday afternoon, the return trip taking five and a half hours.

Although the weather at Nome was very bad, with driving rains and high winds, Mrs. Smith enjoyed her prolonged stay as she had lived there previously for five years and spent her time visiting old friends. It was Miss Burgess' first trip to the Bering Sea town. Mrs. Smith's young son Glenn and her mother, Amy Krabler, also went on the trip. Unfortunately for the many camera fans in town that weekend, the ice in the Bering Sea went out just the day before the excursionists arrived.

WEATHER OBSERVER HELPS FIND FIRST BIRD'S NEST

One of the Weather Bureau's off-airways weather observers who works in conjunction with CMA was largely responsible for the important ornithological discovery last month of the first nest ever to be found of the bristle-thighed curlew in the area of Mountain Village on the Lower Yukon, according to George Lennon, CMA maintenance inspector who recently returned from one of his regular northern inspection trips.

The observer, Henry Killingstadt, also is an Alaska Native Service teacher at Mountain Village and an acknowledged bird expert. He came to the Yukon village expecting to stay two years and now has been there almost seven. One of his main interests in coming to the territory, Mr. Lennon said, was to search for the long-sought nest of the bristle-thighed curlew.

Killingstadt and Warren Peterson, an ANS teacher at Eek, have made several expeditions looking for the elusive bird's nest for the past few years and have had the natives in the area aid them in their search. This year the two contacted Dr. Arthur A. Allen, professor of Ornithology at Cornell University who came to the territory and went with them on this latest successful search, which was jointly sponsored by the National Geographic Society, Cornell University and the Arctic Institute of North America.

Discovery of the nest the middle of June was hailed as an important event in ornithological circles and was written up in the June 28 issue of Time magazine and in the local papers. The discovery in these releases was credited entirely to Dr. Allen, however, and did not mention Killingstadt and Peterson.

Willie Rose sat on a pin.
Willie rose.

FAIRBANKS CENTER.

CHAPPY TELLS LOWDOWN ON BEAR & SMITH INCIDENTS

Who said that Fairbanks doesn't have it's moments, and excitement, and it's seamy side -- to say nothing of the humorous incidents of life? Not this writer!

Say, it has been a matter of two or three months since I sat down to this here machine to spin a yarn or two for you, hasn't it? Well, in the general shuffle of things, I got caught up in a minor gust of wind that blew me right out of Weeks Tower and deposited me in the Center here at FAI. Of course that made me awfully mad and also opened up a new avenue of endeavor.

Since then, I'm quite sure, the Senior air route traffic controllers and the Chief controller have lost a few normal colored hairs and done some unscheduled perspiring while I have cleared aircraft to DX and YE via Green 7! Or cleared planes on flights north via Red 39 and Blue 26! Ah mo, it certainly makes life interesting.

June! Such a month for foolish acts, brides and grooms, not to mention vacations, fishing trips and aerobatic instructions. Well, the Fairbanks center had no marriages (that we know of) and no foolish acts, but we did have a good smattering of all the rest.

Our Chief and a Senior (I don't think Clyde Smith and Major Grotts would like me to mention their names) embarked in a two (2) motored boat with two (2) dogs, a weeks supply of food and a months supply of ah--ahem! mosquito juico, all the necessary camping equipment, poles, lines, flies, hooks, and a little piping off the kitchen sink and took off up the Chena River and remained scarce for a whole week.

We know they were all okay because we had a man stationed on the river bank by the station and just as regular as a

clock, he would call in about every four hours with the information that an empty bottle had been sighted floating merrily on it's way to the sea. At least that is the way things went and when the last bottle floated past, four hours later, here came the boat--all safe and secure. When it drew up on the bank, it had a goodly supply of fish, nearly all of the original cargo, but it rode considerably higher in the water. We are told that the trip was a huge success-- that part of it which is remembered.

During that same week, Walt Bear and George Richard decided that life was too tame on the ground and agreed to get a Stearman bi-plane, go upstairs and wring it out. Actually, Richard was going to give Walt some instructions in aerobatic flying but I think that Walt didn't like it because he didn't stay around for the complete flight. At any rate, the first time the ship got into an inverted position, Walt blithely left the rear pit and left Richard to come home along the solitary route!

Still Had Rip Cord

When found, Bear had lost his shoes, broken a small bone in his ankle, picked up several million mosquito bites and he STILL HAD THE RIP CORD! Among other things, Bear made the front page here in the local Gazette and it is said that the incident went to the States on the wires of AP. Today, he is making a nuisance of himself clumping around on a "walking cast" that he put on in the local dissectionarium. Apparent cause was a safety-belt that worked itself loose during flight. Damage: not much--Ribbing: JUST PLENTY!

Well, Smith couldn't stand it to think that a Tower Chief should get the better of him in the public eye but his little event assumed more serious proportions in the final analysis. The two-motored boat has been mentioned be-

fore and it was this boat that pretty nearly did it for Smitty. Scott Smith had just arrived from the States to visit his dad, and dad was taking him for a spin on the river in said boat.

Well, somehow a sharp turn was executed that caused one of the motors to kick itself up out of the water, and there-by hangs the tale. In attempting to get the motor back into its proper position, Smitty's left forearm came in contact with the fast revolving fly-wheel where the automatic starter dogs made a pretty mess of said arm. It was feared for a while, that use of some of the fingers might be lost but latest reports are that, though it will take a long while to heal up, everything will be all right. At present, our Chief is directing the Center from his bed in the hospital but we expect him back in the next two or three days.

To bring things more up to date, we now have a "prospector" in our midst Yep! Bob Blum has packed in with Wes Orendorff of the Weather Bureau for a week of roughing and panning. From where I stand they had better get some color or they will certainly be in for a "panning" when they return! Everyone is looking forward to the return as much in interest of the venture as for the fun they feel is coming.

ADDITIONS AND SIDE-LIGHTS

Gene Kingston, wife and two youngsters arrived from Seattle way. Poor folks, they don't realize the kind of feelings that predominate in Alaska for anything out of the SEA do they? All in all though, they are nice folks and I feel sure that everything will come out in the final reckoning. Good luck Gene.

W.C. Lewis (Bill) has also just appeared on the scene fresh from Uncle Sugar's Fightin' Men. He hailed in from Indianapolis -- that place where fast time is made once a year in the "hot rod" oval. Bill took one look at the Progress Board and said, "Hock, this is a cinch! and so far he has made it look

RUTH GREEN RESIGNING TO MOVE HOME TO TEXAS

After three years in the territory the pull of her home state of Texas proved too strong for Ruth Green, secretary of the Operations branch Performance Standards staff, who has submitted her resignation to join her family in the Lone Star state early in August.

Mrs. Green's husband, Gordon, came to Anchorage in May of 1945 and she and her daughter joined him here in July of that year. She went to work for the Operations branch in August and has been with it for three years, most of the time in Performance Standards. Mr. Green and their eight-year old daughter, Zelde, left for Texas July 9. The Greens plan to make their home near Brownsville, close to the Mexico border. Mr. Green was employed by the Alaska Railroad while in Anchorage.

LIVINGSTON ON LEAVE

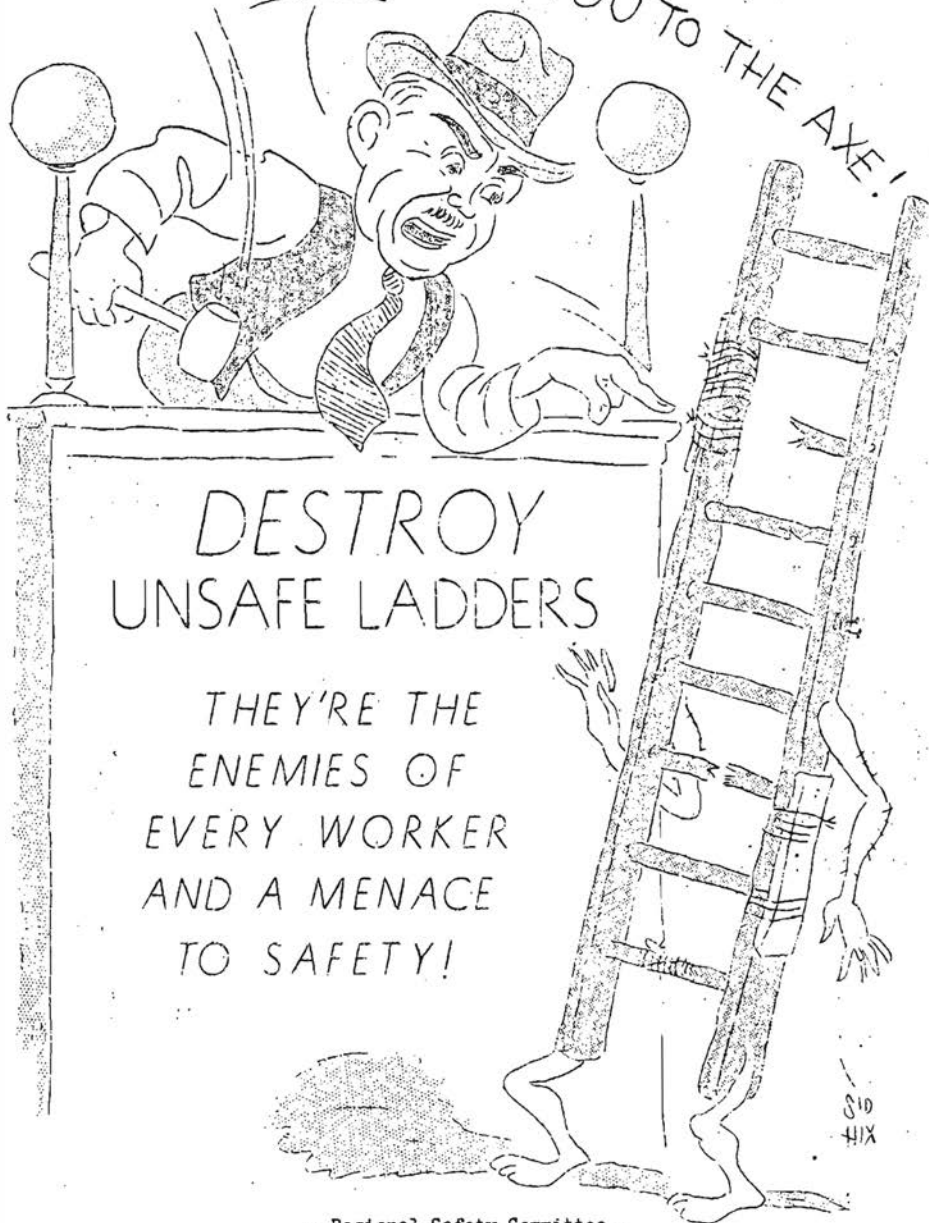
John W. Livingston, chief of the Communications Maintenance division, left July 1 for Harlingen, Texas, to visit his father, Dr. R.F. Livingston, who is ill. He did not know when he would return to Anchorage. Jake Holzenberg has been acting chief in Livingston's absence.

that way! By the way, Gals, Bill is single and pretty sharp on looks, so set your caps -- he's ripe!

FAMOUS SAYINGS ON THE MID-WATCH:

Gus LaRenzic, "Ho hum!!!" (Big yawn).
Bob Blum, "Only missed two calls last night!"
Carl Hoffman, "No sleep today!"
Bill Grotts, "And so to bed!"
Jack Jeanoret, "No hits this game, either!"
All Other Personnel, "Damn it, can't sleep again tonight!"--CHAPPY

I SENTENCE YOU TO THE AXE!



DESTROY
UNSAFE LADDERS

THEY'RE THE
ENEMIES OF
EVERY WORKER
AND A MENACE
TO SAFETY!

CIVAIR CLUB PRESENTS NEW BOWLING PLAQUES

Captains of the winning men's and women's teams in the 1947-48 CAA bowling season were presented with the new Civair 8 Club rotating plaques by Frank Berry, chairman of the club's executive board, in a ceremony June 29 in the CAA library, room 202.

Dorothy Meredith accepted the women's plaque on behalf of the Noseeums, who beat the Side Kicks in the April 10th roll-offs to win the championship. Henry Newman, captain of the Sad Sacks, was presented with the men's plaque for his team which out-rolled a strong Klondike team April 13th to win the men's play-offs.

This is the first year the plaques have been awarded. They are about 14½ inches high and contain a central bowling figure, the Civair emblem and a metal plate on which there is space for the names of the winning teams for 12 years to be engraved. They were displayed for a short time in the offices of the captains of the winning teams, and are now being kept in the CAA library.

Individual and team trophies of the men's league also were awarded at this time, the women's trophies having been presented at an end-of-the-season banquet April 20. A trophy for the individual high three games of the season went to Bill Clayton, and one for second high three to Gene Scharnek.

The high single game award was won by John Turner and second high by Dick Stryker. All members of the Prop Busters were awarded medals for that team having rolled the high team series of the year, with the Dirt Stiffs having hit the second high series. The Klondike Gang were given medals for rolling the team high game of the season, with the Kee Birds second in that division.

Pictures of the presentations and the assembled trophies and medals were taken by Walt Smith, CAA photographer.

NEW CLASSIFICATION ANALYST DRIVES HERE OVER HIGHWAY

Genial, distinguished-looking Helge Krogseng arrived in Anchorage July 15 to become new regional classification analyst after 18 days of slow muddy travel over the Alaska highway from New York City with his wife and two children. Constant rain storms and road construction in Canada caused the highway on the entire trip to be very poor, he said, and made his 1940 Packard look like "a heap of mud in which I think I'll plant vines."

Going was tough right from the start, Mr. Krogseng said, with four storms and terrific heat in the States. The temperature was 110 in the shade in Montana and North Dakota. The family drove from 12 to 14 hours every day during the trip. The Tok cut-off was unusable because of washouts and they had to drive north to Big Delta and down the Richardson highway. They had a blow-out, one flat tire, a broken muffler and a burned out water pump.

However, Krogseng, who has spent many years abroad in Europe and Scandinavia, said he has never seen any scenery anywhere to compare with that along the highway, especially from Gulkana down to Anchorage.

The Krogsengs have made their home in New York City for the past 15 years, during which time Mr. Krogseng was with the Office of the Secretary of the Army for three and a half years. Earlier he was with the Diplomatic Service for nine years, going first to Oslo, Norway, in 1920, then to Helsingfors, Finland, back to Oslo and then to Cologne, Germany, where he was vice-consul.

The new classification analyst fills a position in the Eighth region which has been vacant since August of last year when Robert Kinsley left. He is attached to the Personnel division and his duties will include seeing that all positions in the region are classified correctly according to civil service and CAA standards.

PERSONNEL ACTIONS

NEW EMPLOYEES

JUNE 8 THRU JUNE 26

BUSINESS MANAGEMENT BRANCH

Margaret M. Baker, clerk-stenographer, Property Management.
Jean G. Pardwell, clerk-typist, Contract and Procurement.
Mary Anne Foss, clerk-typist, Contract and Procurement.
Mary Ellen Frush, retirement clerk, Payroll section.
Ruth M. Sallows, file clerk, Mail and Files.
Mildred L. Stanger, clerk-typist, Warehouse.
Frank J. Pendola, aircraft mechanic.

AIRWAYS OPERATIONS BRANCH

Gail G. Busch, assistant air route traffic controller.
Howar N. Campbell, assistant air route traffic controller.
Gene R. Kingston, assistant air route traffic controller (Fairbanks).
(New communicators on page three)

ANF PLANT AND STRUCTURES BRANCH

Kirk Drumheller, civil engineer.
Bertha I. Saario, engineering draftsman.
William B. Scott, airways engineer.
Charles Weissinger, engineering draftsman.

ANF COMMUNICATIONS BRANCH

Marietta B. Jacoby, clerk-stenographer, Maintenance division.
Henry J. Miyatake, maintenance technician.
Ernest L. Sovash, maintenance technician (Fairbanks).

SEPARATIONS

MAY 27 THRU JUNE 26

AIRWAYS OPERATIONS BRANCH

Peggy J. DeHart, clerk-stenographer, Communications Operations div.
Lloyd J. Geisert, jr. overseas communicator.
Coyte D. Huffman, aircraft communicator.
William L. Jones, aircraft communicator.
Gerald W. Loban, aircraft communicator (Bethel).
Robert P. Logan, associate overseas communicator.
William F. Moehrke, aircraft communicator (Maknek).
Byron E. Roberts, jr. overseas communicator.
Kenneth W. Robinson, aircraft communicator (Point Barrow).
John R. Turner, communications analyst.
George S. Waddell, aircraft communicator.
Howard A. Wehrhan, assistant air route traffic controller.

ANF COMMUNICATIONS BRANCH

Herbert D. Erazil, maintenance technician (Fairbanks).
Betty H. Deaver, clerk-typist, Office of Chief.
Doyle G. McKinley, radio technician, Engineering.

AIRMAN, ACFT. & FLIGHT OPERATIONS BRANCH

Marjorie M. Mucciacciaro, clerk-stenographer, Aircraft & Components div.
Kathleen K. Nelson, clerk-stenographer, Airman division.
S. Margaret Singleton, clerk-stenographer, clerical pool.

BUSINESS MANAGEMENT BRANCH

Alice E. Beecher, property clerk, Property Management.
Lola E. Clinton, mail clerk, Mail and Files.
Lila I. Dittmar, clerk-typist, Contract and Procurement.
Margaret E. Fish, clerk-stenographer, Aircraft Service division.
Dorothy S. Gschwend, fiscal accounting clerk, Accounts.
Caryl I. Hancock, fiscal audit clerk, Accounts.

ANF PLANT AND STRUCTURES BRANCH

Edward Brunson, general mechanic (Woody Island).
Peter M. Deveau, general mechanic (Woody Island).
Kathelyne F. Metcalf, clerk-stenographer, Engineering.
Jesse C. Morris, general mechanic.
Earl D. Oetter, general mechanic (Naknek).
Raymond F. Schneider, general mechanic (McGrath).
Barbara D. Whittaker, blueprint machine operator, Drafting section.

TRANSFERS

MAY 27 THRU JUNE 26

Robert S. Belfry, assistant air route traffic controller, from Fourth region to Airways Operations branch, Anchorage.
George E. Laird, air carrier inspector, to First region.
Eugene L. Mars, assistant CCC at Anchorage station, to Aeronautical Center, Oklahoma City.
Clarence M. Jorgensen, aircraft communicator, Woody Island, to Second region.
Eugene Y. Taylor, MTIC at Annette Island, to Second region.

We often wonder what a secretary thinks after she marries her boss and he calls up and tells her he has to work until midnight.

COKE MACHINE DISPENSES ABOUT 400 BOTTLES A MONTH

The new coke dispensing machine installed in the CCC building behind the Federal building by the Civair 8 Club has been doing a fair business with about 400 bottles emptied in a month by thirsty Federal building workers, according to Virgil D. Stone. The machine was placed in the south end of the building which houses the Teletype, VHF and Radio Range schools and the Photo Lab the middle of June. It has a capacity of ten cases, or 240 bottles of coke. Federal building restrictions will not permit installation of the machine in the Federal building proper.

ALDRIDGES HAVE GIRL

Hervey Aldridge, superintendent of the Communications branch, says he is outnumbered three to one now with the birth of a second daughter to the Aldridge family June 28. Judith Christine was born at 6:29 in the morning and weighed seven pounds and nine and a half ounces. Her sister Ann is two years old.

RIVERS DEFENDS HAIR

Ray Rivers, maintenance inspector in the Communications branch who might be said to be a living example of the saying "A rolling stone gathers no moss," was greeted on a trip to Fairbanks recently by Station Manager Frank Gray with the remark, "Say Rivers, your hair is getting kind of thin, isn't it?"

To which Rivers answered, "So what — who wants fat hair!"

"He was kicked out of school for cheating."

"How come?"

"They caught him counting his ribs in a Physical Education exam."

AIRPORT CONTRACT

(Continued from page 1)

the work within 60 days after notice to proceed is given. It is hoped to award a contract for the actual construction of these facilities within 45 days after the plans are done, Mr. Rich said. The construction contract will run for two years.

Bids for the design and inspection of similar runway and ground facilities at the Fairbanks international airport will be opened at 2 PM August 2 in the Conference room of the Federal building in Anchorage.

Thomas B. Bourne and H.T. (Til) Hopewell, associates in the winning firm, are both considered exceptionally well qualified to handle this type of airport design work. Mr. Bourne was employed by CAA in the Washington office for several years, holding the position of Assistant Administrator for Federal Airways when he resigned about three years ago to go into business for himself. Since that time his firm has had much to do with the establishment of airways in Mexico and has done a great deal of designing of airports and airways in South America.

Til Hopewell is well-known in the Eighth region, having been associated with the Construction division here from 1941 to 1946. He is particularly remembered for flying to Northway in the winter of 1942 with a crew of 75 time-sheet Eskimos and clearing the trees off the projected runway in the amazing time of ten days so that equipment could be brought in for construction.

During '42 and '43 he was resident engineer at Gulkana and supervised construction of the Gulkana and Big Delta airfields. He became chief of the Construction division in 1945 and in 1946 transferred out of the territory to the First region.

Ground facilities which the Bourne Associates will design include: a 7200

FOUR ATTEND SCHOOL

One maintenance technician from Bethel and three from Anchorage are attending Class 13 of the Teletype school this month. They are Frederick Levey, Bethel, and George Miyatake, Henry Miyatake, and Calvin Kamp, Anchorage. This class began July 6 and is again in charge of instructor Ed Jarvi who has returned from leave.

by 500-foot graded north-south landing strip with a 7000 by 200-foot paved runway; an 8600 by 500-foot graded east-west landing strip with an 8400 by 200-foot paved runway; 1,250,000 square feet of paved parking area; approximately 1500 feet of 100-foot wide paved taxiways; a paved three-lane access highway approximately $1\frac{1}{4}$ miles long; 600,000 square feet of graded building and parking area; 200 acres of seeding; a complete runway drainage system and a runway and approach lighting system.

Actual construction of these ground facilities should get underway by the latter part of November, according to present schedules. Construction of all facilities at both airports, including buildings, is expected to take two years, being completed in the fall of 1950. It is hoped to have the runways themselves ready for traffic during the fall of 1949.

The Anchorage airport will cost a total of \$8,000,000 and will be south and west of Lake Hood beyond the KFOD road. The \$5,000,000 airport in Fairbanks will be about eight and a half miles west and slightly south of the city on the Chena Ridge. Both will be built and operated by the CAA.

A noted meat packer named Young,
One day when his nerves were unstrung,
Pushed his wife's unseen
In the chopping machine;
He canned her and labeled her: Tongue.

CAA MEN SAY NEW THINGAMAJIG IS ANSWER TO ALL AIR TRAFFIC AND NAVIGATION PROBLEMS

(The following article on HOGAN was given to MUKLUK by Norm Bouter who says this is R.J. Pottite's answer to all Air Traffic Control Problems. In fairness to the original writer, we must admit we think it is stolen from another publication. Pottite is now in Seattle and can neither defend nor further involve himself. --Ed.)

HOGAN (Here we go again) was developed by the Happy Cackle Electronic Corp. (formerly the Happy Cackle Poultry Co.). HOGAN totally solves the air navigation and traffic control problem because it gives the pilot continuous indication of his position and altitude, accurate to within one foot. Also it yields this same information to ground controllers and passers by. The equipment in the aircraft consists of a simple whatsapp interrogating transmitter and its associated isatso receiver. The two units combined weigh less than one ounce and may be used portably in the pilot's pocket for airport lobby navigation.

The ground installation is more complicated than that in the airplane, but is conventional throughout. Essentially, it is merely the familiar guesswho repplier functioning under the control of a nervous wreck oscillator, in turn controlled by the antsy pantsy bias distributor, which is originally triggered

by the eager beaver search receptor this latter having excitation from the whatsapp equipment in the aircraft.

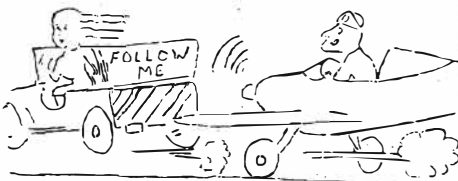
One problem which arose during development was the tendency of the guesswho repplier to belch occasionally and give false indications. Attempts were made to lock the repplier on the negative side of the belch impulse by means of a relaxation driver.

It was found, however, that signals squirted against the bangboard reflector kicked off the eager beaver into flip-flop oscillation when the antsy pantsy distributor was on the peak of wobblucation, thus triggering the nervous wreck into a typical persecution complex.

No amount of chopping would sufficiently delay the trigger voltage, although a willnilly filter did exhaust flopping of the eager beaver in one microsecond. This, however, did not eliminate the flipping, which was annoying to the pilot and misleading to the stewardess.

A squirt deflector was tried ahead of the bangboard, but this reversed the belch pulse, merely changing the eager beaver from flip-flop to flop-flip, causing the pilot to change his order from hamburgers to Rice Krispies. This and other development problems were finally solved by inclosing the entire ground installation in a 12-inch copper shield.

One minor problem remains, of course, and that is to discover a means of getting the signal to the aircraft. Suggestions from AURET members as to a means of accomplishing this will be appreciated and rewarded. HOGAN will soon be offered to the CAA as the final and complete answer to all problems of air traffic control and navigation.



(--"Airports")

-- J. B. KRAMS

CRUMBS FROM THE COMMISSARY

The Fourth of July has come and gone, May memories of it linger. I held a firecracker in my hand-- I say, where is my finger?

A very successful holiday was spent over the Fourth with only nine or ten casualties resulting. It seems that "Scurdough" Bob and "Klondike" Red (Roberta Young and Alice Ropman) took a trek to Talksetna. Their biggest achievement over the holidays was the world's record of mosquito bites. They can be seen daily, scratching and shifting miserably.

Woody Woodhead took off down the bay and hasn't been heard from since. Anyone knowing the whereabouts of our stray moron, please report same to the ANC Commissary.

Norm Lowenstein went for a hike to enjoy the holidays and was last reported to have been recuperating in the nearby hospital.

Mel Peterson journeyed to the thriving metropolis of "Willow," Alaska, and now has some more tall tales to relate at the brew session.

Bernice Currie accomplished the difficult task of maneuvering her new car into the garage, and that takes a lot of skill. She seems to have a squeak in the rear. (The car, that is!)

Upon asking the other crumbs about their vacations, these were the replies: Ben Mayfield fished at Campbell Field, and with some results too. Clarence McCarthy and Art Pollard both made hay while the sun shone (joke!) as they slept their vacation away. Eva Nell Homphill said she "don't even remember," but then what more is expected from her type? (Besides a straight jacket.)

Frankie Gingrass participated in the entertainment and took in a movie, "TWO BUCKETS OF BLOOD" and "CRAWLWAY CASSIDY." Hazel Jenkins took in some sights along the Palmer Highway, but only ac-

quired a few mosquito bites and a bad disposition. As for our "Butch" Adams, he worked a little, slept a little and partook of the everyday things. All in all, it was a pleasant vacation.

Everyone around the shack is busily concerned with the fiscal year inventories. We find people running in and out, counting and adding, and tearing the roots of their hair from the scalp. With the loss of the adding machine, many shoes have been removed to aid in this mathematical headache.

In our memo to field stations May 13 we asked that all inventories be in the mail by July 10. As of July 8, 11 of the inventories have been received in the ANC Commissary, and appeared to be in perfect condition. In previous years there have always been a few laggards who cause needless correspondence back and forth to stations and delay in the annual report to Washington. So, if you haven't mailed your inventory yet, run, do not walk, to the nearest Sea Gull and ship it this way soon.

There have been so many improvements in the orders for fresh produce that they now arrive in ample time for all items to be filled. If you are one of the few stations who still don't get your orders in two weeks prior to shipping date, don't be disappointed if your order isn't filled completely. We are only human and "all good things take time." On the whole, requisitions themselves have shown a great deal of improvement--they are legible and clearly stated. However, if the numbers that appear on the inventory sheets were used to identify items desired, it would help us know what nomenclature and size is expected.

While dining at one of the local restaurants recently an order of barboqued spare ribs came into my possession. These tasty morsels go to make an excellent meal, and in case you're interested spare ribs are among the many items stocked here. (PLEGG!)

WAREHOUSE WAILS

Kabel Stubbs, our file clerk in 207, has kept us in suspense for the past week over a new job she applied for. After much worry and confusion we found she had landed the job, and now will be transferred to the Federal building as the new editor of the WJLJK TELEGRAPH! Congratulations, Kabel! The gang at the warehouse will surely be pulling for you and is sorry to see you go.

Burt Mersch has been transferred from the shipping office to 207 and will be taking Mel Clomonts' place. Mel, as we previously mentioned, left July 9 for Big Spring Ranch, which is located south of town on the new Soward Highway.

A few days ago Burt Mersch had a birthday and one of the gals planted a kiss on his cheek and wished him happy returns. Shortly, Burt's face matched the bright red kiss!

Arthur Gregory has taken over his new duties in the shipping office, recently

A very shocking blow was received at the Commissary July 8 when the news of the death of Chris Olsen arrived. Chris has been mailman for the CAA for about a year, and all his many friends will surely miss him.

With all the rain here lately, one can hardly remember what sunshine is like. A lake is being formed out front and canoes, rowboats and other sea-going equipment is being used to get to and from the building.

It's that time again, and yours truly will be signing off for another session. I leave you with this choice pun:

A boy and girl were dancing and the girl remarked, "You're a smooth dancer."
"What do you mean?" was the boy's reply.

"You're light on your feet," explained the girl.

"Oh well I'm in the Air Corps!"

--THE CRACKER CRUMB

vacated by Burt. "Grogg, as he is more commonly known around here, surprised the gang by arriving at work one morning all slicked up, complete with tie, for his new job. He had us all flabbergasted for a minute, but now we're getting used to seeing him all dressed up fancy.

Well, by golly, our night watchman, George Ulsh, has taken time off to do a little prospecting this summer, and plans to be gone about 90 days. We certainly do admire his courage and ambition, for at 86 years of age he's got more pep than a barrel of monkeys. Everybody down here loves George, he reminds us all of Santa Claus--he'd make a perfect one. We'll surely miss him coming through the office every day at 4:20. Good luck, George! Hope you find lots of gold up in them thar hills.

Dick Sullivan has transferred from the Commissary to the Warehouse, taking Bish Gibbs place. Bish just couldn't stand the thought of missing all the wonderful trout fishing, so he just up and quit.

Virginia Shaw took a few days annual leave lately to help hubby do a little carpentry work. She reported, after returning to her job, that they were able to get the walls and roof up on the new addition to their house before the rain came.

Our superintendent, Earle Young, was very busy last month during his spare time (which wasn't very much) getting his boats ready for the races at Lake Spenser on the Fourth of July.

Joyce Robbins recently transferred to Merrill Field as a junior overseas communicator, and Mildred Stanger has taken her place as typist.

Virginia Kriese, one of our posting clerks, has announced her forthcoming marriage. August 14th is the date, kids!

Guess that just about winds things up for now. See ya later.

--D.F.

STATION MANAGERS

(Continued from page 1)

Yakutat; William Barber, Cordova; George Sargent, Northway; R.C. Jameson, Minchumina and Charles Mabbott, Maknek. John Keith also attended the conference and for a few weeks was station manager and CAC at Homer, but has since been appointed an aeronautical specialist in the Regional Office.

Chief communicators attending the third indoctrination conference from July 12 through July 15 and the stations where they will be managers are: Marion Laing, Bettles; Clifford Uzzell, Iliamna; Joseph Strickland, Yakataga; Carl Gulley, Homer; Roy Roose, Point Barrow; Adolph Rosenau, Unalakleet; William Lehman, Gustavus and Kenneth Kuhl, Big Delta.

ITIC's at this conference and the stations where they will take over as managers are: Preston Stocum, Moses Point; Charles Perricone, Aniak; John Lind, Tanacross; Abbott Generaux, Summit; Wayne Brown, Skwentna; Leslie Brooks, Port Heiden; Alver Johnson, Middleton Island; Edward Allenbaugh, Gulkana; Clifford Holden, McGrath and Rufus Carrigan, Galena.

The first station manager conference in the Regional Office was held from May 17 through 19 and was attended by five of the managers at the six largest stations in the territory where there will be a special manager in addition to the CAC and ITIC. These men are now managers at the following stations: Bernard F. Nayer, Anchorage; Raymond A. Bird, Annette Island; August P. Valenticic, Woody Island; Joseph E. Walsh, Nome and Arnold L. Francis, Juneau. Frank Gray is station manager at Fairbanks but could not get in to the conference because of flood conditions at Fairbanks.

Station managers for two stations were selected only recently and have not yet had indoctrination training. They are Don Church, who will be CAC and man-

SMALL CROWD HAS GOOD TIME AT CIVAIR DANCE

A "small but enthusiastic" crowd of about 90 people seemed to have an exceptionally good time at the Civair 8 Club dance July 16 at the Pioneer Hall, according to A.W. Carroll, general chairman. The music of the Southernaires, five pieces and a girl vocalist, was termed very good.

The new "bring your own" idea, with the club furnishing mixers and soft drinks, proved quite successful. Those who helped behind the bar were George Trudeau and Vincent Speer of the Operations branch and Bill Youppi and Don Waits of the Anchorage station.

Mr. Carroll wishes to express his thanks to the following ticket sellers: Vida Lommen, Irma Lebbin, Jessie Hough, Dorothy Spencer, Flossie Allen, Lois Ransier and Kenneth Ruhle.

ager at Bethel, and Kenneth Wood, who will be CAC and manager at Farewell. Managers at North Dutch Island and Umiat will be chosen at a later date. There will be no manager at Gambell.

W.C. Trew was originally slated to be chief and manager at Middleton Island but has been transferred to Sheep Mountain as chief instead. G.R. Wilkins, who was to go to Farewell as chief and manager, has been appointed chief at Cordova.

J.E. Shropshire, station manager at Fort Yukon, and R.H. Collins, manager at Shungnak, did not attend any of the conferences as they have been chief communicators at their respective stations for some time and they and their wives are the only CAA people at these places.

George Sink, chief communicator at Annette Island, and Robert Thomas, chief at Juneau, also soon will be transferred to the Regional Office as aeronautical specialists on the branch staff.