



NEW CAA ADMINISTRATOR WANTS TO VISIT REGIONS

There is a possibility that the Eighth region may be honored by a visit by Delos Wilson Rentzel, the new Administrator of CAA, within a month or so, according to an article in the "American Aviation Daily" which said Rentzel has indicated he would like to visit the various CAA regions as soon as possible.

The next regional administrators conference in Washington, D.C., originally scheduled for July 12, has been postponed until August 9, according to Regional Administrator Walter P. Plett, which is an indication that Mr. Rentzel may plan to visit the regions before he meets with the administrators.

(Continued on last page)

CIVAIR CLUB PLANS DANCE FOR JULY 16

An informal summer dance will be given by the Civair 8 Club Friday, July 16, at Pioneer Hall for club members and their dates. A.V. Carroll, CEMO chief, is chairman of the affair.

Frank Swanson's orchestra, which played for the club's Halloween Dance last fall, will furnish the music. The dance will begin at 9 PM and last until 1 AM. Price of admission will not be set until it is determined how much the party will cost, but tickets will be about \$1 or \$1.25, Mr. Carroll said. Other members of the committee also will be announced at a later date.

The party will be a "bring your own" affair, with ice, soda, gingerale and other "set-up" ingredients furnished by the club for the price of admission.

ALL BUT SIX STATION MANAGERS ANNOUNCED

Thirty-one of the 36 "designated" station managers were announced throughout the region June 16. The new managers will take over in progressive groups at dates to be announced later and will attend training conferences in the Regional Office before assuming their new jobs. The remaining seven managers will be announced later.

New managers are: J.A. Lind, MTIC, Aniak; M.C. Laing, CAC, Bettles; Kenneth Kulm, CAC, Big Delta; W.J. Barber, MTIC, Cordova; G.R. Wilkins, CAC, Farewell; J.E. Shropshire, CAC, Fort Yukon; C.F. Gullett, CAC, Galena; E.M. Allenough, MTIC, Gulkana; W.H. Lehman, CAC, Gustavus; A.M. Machin, CAC, Haines; J.R. Keith, CAC, Homer; C.F. Uzzell, CAC, Iliamna; J.C. Lawton, CAC, Kenai.

O.O. Robbins, CAC, Kotzebue; W.C. Trew, CAC, Middleton Is.; R.C. Jameson, MTIC, Minchumina; P.L. Stocum, MTIC, Moses Point; R.S. Delaney, CAC, Nanana; (Continued on page 21)

HAVE A COKE

Federal building employees may now quench their thirst during the day without crossing the street with the recent installation of an automatic coke dispensing machine in the south end of the CCC building in the yard behind the Federal building by the Civair 8 Club. The machine was put in use last week, after being repaired at the Anchorage Cold Storage following its removal from the high school at the end of the school term. The cost per coke: one dime.

MUKLUK TELEGRAPH

Published by Eighth Region
CIVIL AERONAUTICS ADMINISTRATION
Anchorage, Alaska

June, 1948
Betty Graves, Editor

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

Higher Radio Bands Key To New Aviation Miracles

This is the last of a series of four articles on Very High Frequency radio and the important part it will play in the future of civilian aviation.

WASHINGTON--Scores of new ideas and possibilities in the field of civil aviation developed during World War II and in the years since. Many of these center around the very high frequency part of the radio spectrum, and the even higher frequencies above 300 megacycles. Some of these new developments, such as airborne and ground radar, are now in use by civil aviation to a limited extent. Others are in one of the four time-tested stages through which all devices must go before they can be of general benefit.

First must come research to provide basic information. The next step is development; to work out practical devices. Third comes service testing, to eliminate the "bugs" and weaknesses inherent in most new achievements. Finally, the device must be put into production before it is of general benefit. Experience has taught that it is hazardous to skip any of the four steps. Yet the four stages of progress normally require several years.

One of the devices well along the road toward mass production is a distance indicator, operating above the Very High Frequency radio band. Using a radio pulse technique, the indicator will show the pilot on a dial the exact distance of his plane from any omni-directional range station within reach of his receiver. Also in the service testing stage is an electronic computer for use with the new omni-directional range. The computer uses information fed it by the omni-directional range and the distance indicator, combining it into a specific course for the pilot to follow. This equipment will permit air traffic to fly safely at the same altitude between cities. For example, between any two VHF ranges it would be possible to establish three parallel tracks for eastbound traffic and three parallel tracks for westbound traffic. All six would be at the same altitude, yet each plane would be separated laterally by a distance of three to five miles.

Now being service tested is a "robot pilot" which will automatically make an Instrument Landing System approach more accurately than can a human pilot. A "little black box" connecting the aircraft's ILS receiver with the automatic pilot makes everything but the actual touchdown automatic. The human pilot, after tuning in the ILS ground transmitters, merely stands by and monitors the approach.

Farther in the future, but already in the development stage, are a series of new navigation devices, including Navar, Lanac and Teleran. Teleran, which televises a

(Continued on page 29)

SPECIAL INSPECTION STAFF

ESTABLISHED THIS MONTH

Another phase in the decentralization program of which the new station manager system is a part was initiated this month with the establishment of the regional administrator's Special Inspection staff.

The nine members of this staff will make general, over-all inspections of all the field stations in the region. Generally just one of the staff will inspect a station, and it is planned that each facility have such a general inspection twice a year. During these visits, all phases of the station's operation will be investigated by the inspection staff member, who will then submit a written report to the regional administrator.

Members of the Special Inspection staff are: the assistant to the regional administrator for Personal Flying Development, regional attorney, chief of the Planning and Control staff, chief of the Airways Flight Inspection staff, superintendent of the Plant and Structures branch, superintendent of the Communications branch, superintendent of the Airways Operations branch, executive officer and the superintendent of the Airman, Aircraft, and Flight Operations branch.

These general inspections will not eliminate the regular inspections by departmental specialists for technical and trouble-shooting reasons, but are being initiated for a better over-all coordination of all the branch activities at the stations. In addition, such inspections will be valuable to the departmental heads involved in giving them experience with the activities of all other branches and the region as a whole.

The first of these inspections was made the end of May by J.C. Hooper, superintendent of Plant and Structures, who flew to Aniak in L-5 in the company of Assistant Regional Administrator Allen D. Hulén following the floods there.

CLASS 12 MEETS

Maintenance men attending Class 12 of the Teletype school are Paul L. Gray, Annette Island; Edward G. O'Brien, Anchorage; Paul Rohwer, Anchorage and Lester R. Griffey, Anchorage. In the absence of Ed Jarvi, regular instructor who is on leave, Frank Nelson of the Communications Maintenance division is teaching the class, which convened June 1.

The following communicator assignments recently have been made:

ASSIGNMENTS

Robert Aipperspach	Fairbanks
Alfred Carton	Fairbanks
Charles Case	Bethel
James Woodward	Annette
Theodore Buterbaugh	Annette
Donald Armstrong	Annette
Clifford Schroeder	Annette
Harold Sokol	Aniak
Casimer Komski	Anchorage
Lyle Reinan	Anchorage
Warren Baer	Anchorage
George La Caille	Anchorage
Jerome Lossing	Anchorage
John Jamison	Anchorage
Leonard Caber	Galena
Jack Bqorstein	Gulkana
William Diehl	Yakataga
Sydney Wagoner	Umiat
Harold Seibel	Tanana
John Scott	Tanacross
Richard Moran	Talkeetna
Theodore Rodrigo	Northway
Robert Dorney	Northway
John Musser	Bettles
Robert Stark	Bettles
Walton Williams	Anchorage
Ernest Sovey	Anchorage

REASSIGNMENTS

John Keith (as CACOM)	Homer
Albert Fetsel	Homer
Woodrow Byrum (as ERAC)	Fairbanks
Jack Goolsby	Sitka
Kenneth Johnson	Fairbanks
Richard Timmerhoff (SACOM)	Umiat
Robert Hoffman (SACOM)	Fairbanks

MANAGER APPOINTMENTS CAUSE PERSONNEL CHANGES

A good deal of reshuffling of key Communications Maintenance and Operations personnel to fill the vacancies made by the recent promotion of six men to the top station manager positions throughout the region was announced this month.

A.W. Carroll, former airways operations specialist, has been appointed chief of the Central Monitor office to replace Fred Hayer who last month became station manager at Anchorage.

Richard A. Pace, MTIC at Woody Island, will become CMO at Annette Island, replacing Arnold L. Francis who will take over the manager's job at Juneau. These two transfers are expected to be affected about the first of July.

Stanley W. Jeffcoat, MTIC at Fairbanks, has been promoted to CMO at that station following the recent promotion of Frank F. Gray to permanent station manager there. Mr. Jeffcoat has been acting CMO at Fairbanks for a year and a half, during which time Mr. Gray, the regular CMO, was acting station manager.

James T. Whitney, currently MTIC at Homer, will become CMO at Woody Island, replacing Raymond A. Bird, now station manager at Annette Island.

No replacements for two of the new station managers had been made by the time WENLUK "went to press," although these positions are expected to be filled shortly. They are the airways operations specialist position in the Fixed Aeronautical Communications section vacated by August F. Valenticic, who is now station manager at Woody Island, and the airways engineer position in the Construction division formerly held by Joe Walsh, who became station manager at Nome early in June.

CIVAIR BUS TRIP AND PICNIC PLANNED

Irma Lebbin, Civair & Club secretary, has been appointed chairman of a committee to arrange for a one-day bus excursion and picnic sometime in July. A memo will be issued to Anchorage personnel when a place and date have been decided upon.

The bus trip will cost about \$5 each or less if 25 people attend, depending upon the destination. Cost for the bus and driver is seven cents a mile. Anyone with a suggestion for a good picnic spot is asked to call Miss Lebbin, Air Traffic Control, extension 90.

Other major personnel changes in the Operations and Communications branches made this month include the following. Eugene K. Berato, chief overseas communicator at the Anchorage station for the past year and a half, is transferring to the Regional Office to become an airways operations specialist on the Operations branch inspection staff. He will begin his new job when he returns from leave in the States in August.

Virgil Lamb will replace Mr. Berato as chief of the station. Mr. Lamb has been assistant chief aircraft overseas communicator (inter/intra) at the Anchorage station since October of 1946. A replacement for Mr. Lamb's former position has not been made yet.

George Sink, chief communicator at Annette Island, has been appointed assistant chief overseas communicator at the Anchorage station to replace Eugene Lars who has transferred to the Aeronautical Center at Oklahoma City.

On the Maintenance side, Robert L. Williams, MTIC at the Anchorage station for the past six years, has been appointed CMO for Anchorage. He has been acting CMO for the past several months since the departure of George L. Merrill.

(Continued on next page)

PLANS FOR AIRPORTS AWAIT APPROPRIATION OF FUNDS.

Detailed plans and time schedules for construction of the new international airports at Anchorage and Fairbanks cannot be revealed until the money for the two projects has been appropriated by Congress, but as soon as funds are authorized full plans will be announced, Regional Administrator Walter P. Plett said this month.

Congress passed the bill in May authorizing construction of an \$8,000,000 airport at Anchorage and a \$5,000,000 airport at Fairbanks, and it was signed into law by the President May 28. The request for appropriation of the funds has passed the Bureau of the Budget and, according to unofficial reports, was approved by the House this month.

Preliminary survey and site selection work for the airport in Anchorage has been carried on by the region since as early as 1941 with its regular forces. Crews are in Fairbanks now studying the site for the airport there.

Both the Anchorage and Fairbanks airports will be built, operated and maintained by CAA. The only other airport constructed and operated in this way is the Washington National airport at Washington, D.C.

"They had to shoot poor old Rover yesterday."

"Was he mad?"

"Well, he wasn't too damned pleased."

PERSONNEL CHANGES (Con't.)

Walter R. Peterson, Regional Office maintenance inspector, has been selected for the new job of CMO at Juneau. Mr. Peterson began with the Eighth region in 1940 as a communicator and later changed to Maintenance. He has been stationed in Talkeetna, Sitka and Anchorage.

ROBERTA SMITH SHOT AND KILLED ON HIKE

Her many friends in Anchorage were shocked this month to learn of the death of Roberta Smith, former CAA and USO employee here who was shot and killed by a hunter's bullet June 8 while hiking on Marathon Mountain near Seward where she worked at the Jessie Lee Home.

Miss Smith's hiking companion, Valde-da Bryant who also worked at the home, reported she too was shot at five times, although she escaped uninjured.

The hunter, Sgt. Jack Oliverson, said he and another soldier mistook the girls for bear at a distance of about 500 yards. After they had fired, they looked through binoculars and discovered what had happened. Sgt. Oliverson carried Miss Smith's body part of the way to Seward and went to police to report the tragedy. A coroner's jury returned a verdict of careless use of firearms the next day.

"Robbie" first worked in Anchorage for the USO from July, 1945, until February, 1946. After a vacation at her home in San Pedro, Calif., she returned to this city to work in the Accounts division of CAA from July of 1946 until August of 1947, when she resigned to become a staff member at the Jessie Lee Home. She also was very active in the Presbyterian church in Anchorage, which held a memorial service for her Saturday, June 12.

Miss Smith was a graduate of San Pedro High School and attended the Compton Junior College, in Compton, Calif., for three years. She was 31 years old and is survived by her parents, Mr. and Mrs. James Smith, two sisters and a brother, all of San Pedro. A memorial service also was held at the Jessie Lee Home before the body was shipped to San Pedro for burial.

ANCHORAGE ASTERISKS

The modern trend, or something, in Anchorage, just like the States; had a strike during the month, complete with picket lines. Seems the plumbers wanted \$3 an hour, and the offer was only \$2.71½. Reckon plumbers are now in the same class as bartenders--and both tend to keep things flowing.

The Anchorage city band had a practice one evening and, it being a mild one, decided to parade a bit and treat the populace. At the first street corner the members stopped and swung into a number only to have John Law pounce down on 'em and order they desist. Now the band's wondering "what price music" or similar sentiments.

We also had a Dog Show this past month with everyone urged to attend by vociferous radio announcements, which, however, neglected to state that admission would be charged. Result: some disappointed youngsters, but the Show declared a success notwithstanding.

Not modern, but always news, the Nenana ice break-up. But you've heard this year's result, and I didn't win.

There are lots of plans for the city, as usual, but some are fairly concrete now -- dial system telephones and a new phone building, new school building proposed, new water system, etc. The city council, and a new city manager you should know, seem to be trying anyway.

Fairbanks shows the modern outlook, maybe, in an ordinance prohibiting even the parking of a trailer within the city limits. All the same as "no children" in apartments, I guess.

Rumored is a boat strike this June, as per usual. Meanwhile the problem of Alaskan shipping rates and agreements has been booted around, and at this writing appears to be back where it started; i.e., Uncle continues to lease the ships for \$1 per year, the rates re-

main up, the service remains down and three gesssss who makes the dough.

Signs of coming events, we hope: the Alaska Railroad workers were given a cost-of-living allowance of \$1350 per year! Maybe it sounds better than it is, we dunno all ramifications, but AFGE officials have protested.

Our third radio station, KBIR, failed to open as scheduled on May 31, but did come on the middle of this month, on 1240 kcs.

There are signs of things booming down Kenai and Homer way--big influx of homesteaders, new hotels and businesses, a bus line and a new road intended to connect Anchorage is progressing steadily. How about some news, Kenai and Homer?

To wind this up, there's the story of the CAA worker waiting for a friend at a local cafe who absentmindedly sat down at the counter. When her friend appeared several minutes later, she rose to leave and was presented with a 50¢ check for occupying space.



"YEAH, BUT CAN HE DO SNAP ROLLS?"

--Second Region "Flight Log"

RADIO AND VHF SCHOOL HAS BRIEF VACATION

I'll start this off with an apology to Charley Wayer, EL7HC, for giving him the wrong call last month. You can't call a man "ND" who produces a son on the first try.

No personal items this month. I had to dismantle my rig to change a new QTH and haven't even had a receiver on the air. And I've done no traveling, so that source is out too.

-- ROY DOWNING

CAP HAM NETWORK

The newly-organized Civil Air Patrol in Alaska is anxious to have applications from all hams in the territory to become affiliated with the CAP ham radio network that is going to be set up to work in conjunction with regular CAA facilities for a complete coverage of Alaska with aviation communications.

CAP is now an official part of the Army Air Corps and has just been set up in Alaska. Jack Scavenius, local flier, has been named wing commander and has appointed Assistant Regional Administrator Allen D. Hulen communications officer and Virgil D. Stone, Personal Flying directory, executive officer of the organization.

Mr. Hulen says it is hoped to establish a CAP network covering all parts of Alaska for group and squadron control from Anchorage Wing Headquarters. CAP in Alaska will be tied in directly with CAP in the Pacific Northwest by a direct circuit to Spokane, Wash. It is not known yet what frequencies or what equipment will be used.

Hams who are selected to become part of the CAP network will be licensed commercially and will have access to more frequencies for their CAP transmissions, Mr. Hulen said.

The CAP network will have two purposes. One to direct the activities of

Radio range and VHF school has been temporarily discontinued while Instructor Frank Merrithew is in the Cordova-Hinchinbrook area studying the installation of the new VHF equipment at those points. He will be gone from one to three weeks, according to how long it takes to get all the equipment installed and running smoothly.

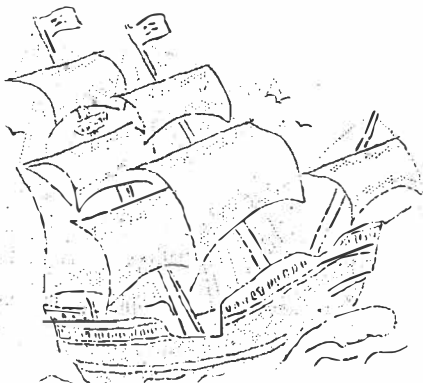
Five maintenance men from Anchorage attended the last radio range and VHF class, which ran from May 19 through June 4. They are: Jake Holzenberg, maintenance inspector; Roy Downing, radio engineer; Walter R. Peterson, former maintenance inspector who is now CLEO at Juneau; Ralph E. Nelson, relief MTIC and Francis A. Nelson, Jr., relief MTIC.

GIL JOYNT MARRIES

Gilbert Joynt of the Safety Regulations staff was married June 2 to Miss Patricia Ann Pattison, Anchorage secretary, at the All Saints Episcopal church in Anchorage. The newlyweds left that afternoon on a Northwest Airlines plane for the States where Mr. Joynt will go to school in Washington, D.C., to train to become an Airman inspector.

CAP through air-ground control in its search and other operations, and the other to train CAP members in aviation radio communications, international code and the handling of message traffic.

With the number of hams in Alaska, estimated at about 300 or 400, it is hoped to set up an efficient communications network reaching to all parts of the territory that can aid in CAP's important search and rescue and disaster work. Further information can be obtained from Mr. Hulen, CAA, Ref. 8-2.



CAA'S MERCHANT MARINE

Although most everyone knows that CAA is concerned with aviation, few people realize that the Eighth region also is virtually in the boat business and owns a total of 13 boats, 11 of which are now in operation. This "marine department" of CAA is under the Maintenance division of Plant and Structures, of which V.E. Knight is chief.

Probably the most important of these craft from the standpoint of field personnel are the five boats based at Kenana which busily haul supplies to the stations on the Tanana-Yukon river system during the short summer season. They began this season's work May 24 and during the summer will haul approximately 500,000 ton-miles of oil in addition to all the other supplies to Tanana, Galena, Bettles and Lake Minchumina. Other supplies include the year's staple commissary stocks, construction materials, household goods, maintenance supplies, etc.

Last summer these CAA boats hauled 1,103,298 ton-miles of supplies to these four stations. This was a total of 2,728 tons of goods and cost the government \$15.90 a ton, or a total of \$43,378. It was estimated that it would have cost \$132,468 to have had the same supplies freighted in commercially.

In addition to this, the CAA boats made nine trips from Galena to Fairbanks hauling equipment for the Army that was being moved to Ladd Field, for which the Army paid CAA \$13,500, reducing the net cost for last year's hauling by almost a third. This was possible because Galena required only 90,000 gallons of oil last

summer instead of its usual 300,000 due to a purchase of Army oil stock at that station, allowing the hauling to be done in a shorter time.

The five boats based at Kenana include the "Taku Chief," the largest one there, two medium twin-screw ST boats and two J-boats, former Army tugs and the smallest boats in the group. None of these boats carry cargo themselves, but tow the various cargo barges which CAA also owns. One of these barges is a steel one which can carry 40,000 gallons of bulk oil in its tanks. The CAA has complete docking facilities at Kenana for its fleet, including warehouses, spur tracks, docks and a crane.

All the help on the boats are temporary time sheet employees and the captains and engineers are old-time Yukon River men who know the rivers well and have been operating for a number of years with an excellent safety record. The fleet is under the administration of Frank Turner, chief of the River Transportation section, who is a full-time employee. In the winter when the boats are not running, Mr. Turner takes charge of overland hauling for CAA in that area, much of which is done by cat train.

Another indispensable CAA boat in another part of the territory is the J-261 based at Woody Island which hauls CAA personnel from the Island to Kodiak, a distance of about five miles. This is a 40-foot cabin boat and makes three round trips a day on weekdays, when the children have to be taken to Kodiak for school, and however many trips are

needed on Saturdays and Sundays. It is skippered by one of the station mechanics who is designated as boat man.

In Southeastern, there is the "Civair I" based at Petersburg which is used to service the Durcan Canal range station. The "Civair X," a former seadrome tender purchased in Maine and shipped through the Panama Canal, is kept at Gustavus for servicing the Pleasant Island fan marker.

An important boat to maintenance men stationed on Biorka Island (site of the Sitka range and transmitters) is the "Civair XI," sister-ship of the "Civair X," which hauls personnel the 16 miles from Sitka to Biorka Island.

Based at Juneau is the F-6, a work boat with a permanently assigned skipper, Earl Dalrymple, which hauls food and supplies to Sisters Island, Pleasant Island, the VHF site at Sunset Cove and Gustavus, and makes other trips along the Southeastern coast as required. The F-6 is a former fishing boat.

The two boats not now in use are the J-298 on Iliamna Lake which was used during construction of the Iliamna station and the "Civair V" which at present is decommissioned at Gustavus, having been replaced by the "Civair X." In addition to these larger boats, there are small outboard type craft at every CAA station which is on the water, many of which are used in regular station activities and some just for emergencies.

The Construction division of Plant & Structures also is in the boat business with a landing craft and a power barge. The TKL-10, landing craft, is based at Annette Island and is used to haul supplies between Annette and Ketchikan. Although it belongs to Construction, it is operated by Maintenance. However, Construction operates the BSP-3144, a power barge owned by the Army, which is based at Juneau and is now hauling supplies to the new VHF station at Shuyak Island, just north of Kodiak. It replaces the power barge which was grounded and wrecked earlier this spring.

ANCHORAGE STATION NEW STATION MANAGER ARRIVES

NEWS ITEM: New Station Manager Fred Nayer was duly installed late in May. He arrived at the station equipped with his own clothes and fountain pen and a confident attitude. It remains to be seen whether he will be able to scrounge adequate office equipment to really get into his stride before the beginning of the fiscal year--a wonderful test of his qualifications for the job, viz., resourcefulness, etc.

Pending selection of the new COCO' and assistant COCO's, the manager's immediate staff consists of:

VIRGIL LAMB, vice president in charge of what the hell's going on.

KEN RUBLE, vice pres. in charge of bringing matters to a head.

JERRY DURANT, ditto in charge of cross channel operation.

STU WILLIAMS, v.p. in charge of when is my transfer coming through.

CARL (Dusty, of course) RHOADS, v.p. in charge of injecting some esprit de corps (nautical style).

At least umpteen assorted trainees have resigned or gone over the hill without observing the formality, and thereby demonstrated there is no such thing as an indispensable man or an indispensable job.

A Gallup pole taken of a representative cross section of the station's personnel indicates that each one has worked his last 56-hour week. Analysts believe this a healthy sign as it expresses the same attitude as shown by the same group last week and the week before. Such consistency from week to week, according to authorities, is proof that the station's complement is just about down to the nucleus of old, experienced communicators who have the habit and will stay in the groove for the duration of the ban on recruiting of married men.

FLIGHT INSPECTION STAFF

FLOODS, INJURIES AND OIL KEEP PILOTS BUSY

The activities of the Airways Flight Inspection staff for the past month have been concerned principally with floods, injuries and oil -- especially floods. The "fly boys" expect to make one or two emergency trips each spring break-up to evacuate personnel who have been stranded by high water, but this year the water and ice jams were more plentiful than usual.

Jim Pfeffer and Assistant Regional Administrator Al Hulen started the season on Sunday, May 16, after Aniak reported that the Kuskokwim River was rising dangerously. They flew to the scene in a Beechcraft to look the situation over, and that night took some women and children to McGrath and Anchorage.

No one knew for sure just what the Kuskokwim intended to do, so Jack Jefford and John Freeland arrived at Aniak late Sunday night with NC-14 to be on hand in case the entire station had to be evacuated. However, after covering part of the runway, the river decided to settle back in its course for another year.

By that time Bethel, farther down the river, was expecting trouble. Jim Hurst and Bill Clayton flew over Monday afternoon and stayed most of the week so that if necessary they could fly all CAA people across the river to the higher ground of Bethel village before the Kuskokwim could float their homes away. They also helped scout the ice jam which was causing the flood. At Bethel, as at Aniak, the rising waters covered a portion of the runway, but thanks to effective bombing by the Air Forces planes, receded before major damage was done.

Why do emergencies almost always occur at night or on a weekend? It would be so much more convenient if ice jams and injuries and blizzards and the stork were on a 40-hour week.

It was late Wednesday night, May 26, that Morgan Davies and Fuzz Rogers hustled to Galena. After a couple hours' nap, they took off to locate the ice jam that was damming the Kobuk River and making a reservoir of Shungnak and vicinity. They found the key ice block and led the Air Forces planes on their first bombing run, but Beechcraft 90579 had not so much as a bag of peanuts to release.

Bombing Terrifies Natives

The planes that followed them were more appropriately armed for dealing with an ice jam -- to the dismay of the native population. Before the bombing, Davies dropped a note to a nearby native village explaining what was about to occur. He included a sketchy picture indicating the ice, the Air Forces planes, the bombs -- and the natives running the other direction. Morgan is a good cartoonist, but apparently his message was not understood, for when the bombs exploded on the ice jam, the natives were terrified.

Never having witnessed that method of dealing with an ice jam, and being not entirely unfamiliar with the present international situation, they assumed that the Russians had come. One valiant villager, determined to defend his home, took a shot at one of the planes. Fortunately, he missed.

The break-up was indirectly responsible for yet another trip. When a CAA mechanic was injured at Gambell, plans were made to send him to Nome on an Air Forces plane, but the deep mud on the Gambell landing strip prevented the plane's takeoff. It was towed down to the lake by the CAA D-7 cat, but broke through the weak shore ice. And then the cat broke down.

That was why Jefford and Freeland flew direct to Gambell with a replacement for the injured mechanic and spare

parts for the cat and for a diesel engine. The landing was made on the middle of the lake, where the ice was still firm, though covered with five inches of water and slush.

About this time the men of the village returned from a walrus hunt. What they lacked in the latest high-powered equipment they made up for in manpower and willingness to help. These obliging natives waded into the icy water and lifted the heavy Air Forces plane onto the solid ice. A part of the plane's load was transferred to NC-14, and both planes took off for Nome. The injured man was brought to Anchorage.

When an engineer working at a VHF site cut an artery in his knee and walked down the mountain and along the beach to Yakataga, Morgan Davies arrived with Dr. Jackson just two hours and 50 minutes after the emergency message was sent. The injured man, weak from loss of blood, was given plasma, and by the next day had rallied sufficiently to be flown to the hospital in Anchorage.

Oil Hauling Begun

Pfeffer and Clayton, Wayer and Reynolds and Hurst and Clayton were the teams that did practically all the oil hauling to Skwentna this year. The trip being a short one, and over low flat terrain, the oil was carried in barrels, but the Farewell oil haul requires a different technique.

This summer, Farewell's yearly supply of fuel oil is being flown in from Anchorage instead of McGrath, the other end of last year's Farewell "little inch." The extra flying distance is more than compensated for by the lower cost of gasoline and oil in Anchorage and by the elimination of the need for extra loading crews. As Farewell is on the other side of the Alaska Range, and an hour's flight from Anchorage, a large tank has been installed in the cabin of NC-14, and provision made for quick and easy jettisoning of the oil load in case of trouble. Jefford and Freeland have started the haul and will be joined by

WALT SMITH SAYS "DON'T FORGET THE PHOTO CONTEST"

Chairman Walt Smith of the Civair Club Photo Contest this month reminded CAA personnel to keep an eye open for good contest subjects while enjoying the territory's scenic beauties this summer. Entries are to be submitted to Mr. Smith, Photo Lab, by November 1.

A record number of pictures is expected to be entered because of the late deadline and broad classifications for eligibility. All CAA employees in the region and members of their families may enter the contest. Classifications include Snapshots (black and white), Sailor prints (black and white) and Color Transparencies. All pictures must be taken in Alaska, but there are no restrictions on subject matter.

A first prize of \$5 and a second prize of \$3 will be awarded in each of the three classifications. In addition there will be five honorable mentions named in each division. Judging will be done according to popular vote at a public exhibition of the entries November 15. Any one person may submit up to four entries in each classification.

The other two members of the contest committee are Margaret Trimmer and Mary Jane Sommer.

Wayer and Reynolds as soon as a similar oil tank installation has been completed in NC-5.

Fuzz Rogers has been flying a Beechcraft lately, sometimes as Davies' understudy and sometimes alone. But now that warm, sunny weather has brought the VHF crews out of their winter's hibernation, Fuzz has kissed the twin-engine planes goodbye and has climbed back into his trusty Horseman-on-floats to put in another season as chief pilot for the VHF program.

BEFORE YOU RESIGN

You operators at the Anchorage Station, think this over. Living conditions in Anchorage are punk. Prices are high. The station is a sweatshop compared to a lot of smaller stations. When you make a mistake on the circuit you get an irregularity report from GEMO. When you fail to service a message you get a beef from the supervisor. If you get sick right after payday they want a doctor's certificate to give you sick leave. You get no medals, just the old pay check as an expression of Uncle Sam's gratitude.

But now, let's take another look. Working right beside us are numerous successful communicators. They are well fed, generally cheerful and they don't seem to be killing themselves on the job. To them, an irregularity report is comparatively rare, a growl from the supervisor likewise. When they get sick they take a day off, come back as soon as they can, initial the attendance report and forget it.

Why? How do they get that way? Is it because they are nit-floppers and ear-bangers? Not so you could notice it! They are as mean and ornery a bunch of ex-enlisted men as you can find.

The reason they seem to be getting along okay is that they have decided on a career with the CAA, and after so deciding have set out to make themselves successful. Their work is done with comparative ease because they have learned the job well, and have perfected their technique to the point where they have substituted efficiency for sweat.

They don't get a lot of grief because they do the job right the first time. They don't have to quibble over sick leave because they have already demonstrated their dependability, and their sick leave is well within the amount prescribed by law.

If a man uses 15 days sick leave in six months it stands to reason he either is goldbricking part of the time or he is in too delicate physical condition to undertake a career with this service where every time he fails to show for work one of his buddies has to shoulder the load.

There is no reason to believe that any man who has been able to keep up with Army or Navy life would be unable to succeed as an aircraft communicator, if he wants to put as much into the job as some of them have.

Think it over, buddy. Give it another try, and make it a good one this time.

— SOC



"THERE MUST BE A SIMPLER WAY TO GET INTO TOWN FROM THE AIRPORT!"

--"Flying"

MERRILL TOWER

NEW HORN SOUNDS LIKE ELEPHANT CALL

There are a few things we'd like to say--with mike in hand, "Standard Phrasology" in front of us, plane on base and chum Jack Oldroyd besting his gums over our shoulder. In view of the latter, best we say WELCOME to J.C., our newest recruit from that northern outpost, Fairbanks. Rumor has it that Jack is a teetotaler...must be strictly rumor...he claims we have little pink planes flying around!

Dave Simpson tells us that the best time to catch fish is at 3 in the morning, at the break of yawn...ow! Dave, incidentally, is up for congratulations as he now wears wings...the lil' angel. He got his ticket the first week of the month. Working real hard at being assistant airport manager, too (we strongly suspect he's trying to get broken in as manager for the new International).

Jack Hicks has left our ranks for a few weeks to do some lucrative fishing across the bay. Best of luck, boy, and bring back some tall tales from them thar that don't get away.

We have a new gadget around here to sound off with, and we do mean SOUND OFF! Attached to our crimson road lights, which we like to think stop the cars occasionally, is now a set of horns loud enough to get you right up from six feet under. Some say they sound like an elephant's mating call, but we wouldn't know. Gadzooks, Elmer, they sure do buzz!

Merrill Tower is now on a round-the-clock operating basis with puddle jumpers flying right through the night. One day in May set a record with 872 light aircraft operations recorded. Our June and July records should top that.

We have a communicator from Yakutat here with us now for some tower training, Cliff Hurst. Must be something

about Yakutat, for as soon as the communicators hit ANC they start counting the days 'til they leave. Chamber of Commerce, please note.

H.O. Adams is our new trainee at Merrill Ole Merrill. Horace was formerly connected with Pacific Northern Airlines down at Juneau. Lately he's been on the swing and sway shift and can't keep his eyes open in the daytime anymore. Incidentally, Juneau, Adams delivered your sweet 6th message. Thanks, Benny. Gratos.

We like the pilot who radioed in the other day to say he would be making a "Stimulated" Instrument Approach. He did, too.

Frances Brown is now a farmerette and she and husband Sid are busy planting taters and weeds in the garden. Which ever comes up first they'll eat. Vivian Lerner has returned from her extended sojourn Outside and even has a few freckles to prove there's sunshine in other parts of the globe.

Jack Fielding is getting his fishing tackle and worms ready to take off for Naknek -- that place where all those big ones that get away get to -- get it? Chief James Humphries climbs the legendary 55 steps approximately 12 times per day. Claims it isn't enough for a 32" waistline; he augments that necessary form of exercise by three sharp runs around the balcony. Record time: 03'20" on a heading of 379°, wind north 6. Absolutely no variation.

And so, 'til the next time we hear the golden voice of the golden north, hic, adios.

"How did the lightning bug feel when he backed into the fan?"
"De-lighted -- no end."

HAINES

HERMIT OFFENDED BY MIKE'S "WAILING WALL"

The Haines Hermit dropped his Mr. 12 slippers to the deck and exploded: "By Gad, they can't do that to him!" he screamed and ran madly around the station turning off all the receivers.

"Can't do what?" And I followed in his tracks and turned them all back on.

"That dad-blamed Uncle Mike and his Wailing Wall. He's trying to crucify my friend E.Q., and I'm gonna turn all these squawking things off and hold a minute of silence for him."

"Can't do it," I replied, "Panair 6 and 7/8 will be over in a few minutes and we'll have to get a clearance for him."

"Well, he can call Gustavus and get his clearance. Anyway, by the time we'd get it back from Juneau he'd be down to Seattle and out to the Halfway House having a beer."

"Hermit," I sez, giving him the old evil eye, "you know perfectly well it sez in B-5 that...."

"I don't care what it sez in B-5. Nobody reads those things but you and GEMO. Did you see what that Uncle Mike did when my friend E.Q. has a perfectly legitimate beef? Punched his card twice. Why I'll punch Mike's nose twice!"

"Who is this E.Q. you're so fired up about?" I sez. "Didn't know you knew anybody in the RO."

"Shere I know 'im. Him and me used to comb adjoining sections of the beach at Sheep Mountain. Name's Ellery Queen," recalled Hermit as he poked his feet on the table top again. "He's got a big job in the RO, Vice President of Charge of Manop Revision. Now, they couldn't get along with him and that's what makes me so doggoned mad. They steal his day off and then won't even pay him a full day's wages for it. Overtime?

Caramba!" (The Hermit's next few words are deleted as they were slightly profane and all in Greek.)

"Herm, old boy, calm down," I said. "You got this all wrong. It's very simple. There must be a logical explanation. Perhaps these bureaucrats are merely trying to assist the government in combating inflation."

"Since the War took a terrible toll of our supply of communicators, we are naturally left short-handed here in CAA. Therefore, the overtime. And everybody knows unions and things like that are all wrong and anyone that accepts high wages or more than straight time for overtime is disloyal and hastening the country toward disastrous inflation. Then too...." Suddenly I stopped. Hermit was gasping for breath and turning a sickly purple.

"Why you punk squirt, how'd you ever think of anything so stupid as that all by yourself! By Gad, there ought to be a law again...."

"Take it easy, Hermy, or you'll blow a gasket--and put down that perforator! I'm just trying to offer some possible explanation. I don't really believe what I said myself, but if any part of it were true, then it would be a justifiable explanation, wouldn't it?"

"Perhaps these bureaucrats know that living conditions are higher than Ben Franklin's kite in Anchorage and in order to protect your friend Ellery they figger that by keeping him working on his day off for half his regular pay rate, they're really saving him money -- cuz he'd probably go out and get drunk on his day off anyway, and shoot his week's pay check and let his wife and kids starve. Even if he worked on his day off for nothing he'd still be money ahead." I paused for breath and then went on talking fast as I noted a gleam in the Hermit's eye.

DIRECTORIES OF FIELD STATIONS COMPLETED

"Now if your friend Ellery worked here in Haines he would have a legit gripe cuz even if he did get a day off here there's no place he could spend his money -- and if he works 56 hours, he's being deprived of a chance to really relax by fishing the nearby creeks; working on his day off....Hey! cut it out, Hermit. I'm only kidding. You got no sense of humor at all."

"Yeah, son, guess you're right. That's the only answer. Ya gotta have a sense of humor. Whenever someone hits you over the head with a ball bat -- laugh. It's all very simple...."

As the old boy fell to muttering to himself, his hand groped in the lower left hand drawer of the chief's desk. I was just going off watch and as I went out the door I heard the Hermit cackling to himself: "Well, whatta ya know. Even Whitey has switched to Calvert's."

Shute and Benningfield Trade

Seems Mr. Carl Shute decided to trade stations with Mr. Maurice Benningfield of Gulkana. Benningfield, if you should bother to look it up in B-4-1, is a contraction that means "Pencil With Wrecked Aircraft on the Other End." I'm afraid Chief Don Thomas is getting the short end of this trade as I never have a spare pencil with me.

As soon as I decided the housing situation would never be changed (sample of same: "Mr. Hayden, would you ask your wife to remove the baby from the bathtub -- I want to wash these prints") and made a deal with Benningfield, they started unloading furniture and boards with which to modify the present quarters buildings into more congestion.

So by the time I read this over as it appears in MUKLUK, I should be in Gulkana madly sending out GKN weather labeled HWS. Set around all spring waiting for somebody to plow out the Haines cut-off so I could trek North and then it finally opened of its own accord due

The remaining pages of Regional Circular S-C-9, "Directory of Station, Center and Tower Localities," have been prepared for distribution and will complete the directory as far as general descriptions are concerned. It will be kept current by revisions whenever facility chiefs forward new information to the Operations branch.

When the Regional Safety Committee has finished compiling its special suggestions regarding the most suitable clothing to be worn in the several climatic regions of the territory, it is planned to issue a supplement to the directory to cover the committee's suggestions. The first 32 pages of the circular were issued on April 1.

to all the snow melting, someone put a big chain and padlock across the road.

Haines will not descend into the bottomless pit of silence which has captured so many stations, because I am leaving this detail to Midwatch Marty. He was the guy who had most of the good ideas anyway. Just wouldn't sign his name to them and I hated to see them go to waste. I only had one really good idea, and the brass in ANC took one look at it and sent it back with a big round "NO."

It would appear that MUKLUK is going cosmopolitan these days, what with the Mad Swede and now this Creesco Kid who would have us believe he comes from Mexico. Miz zat French accent?? Ooh la la.

Mr. Edward Griffin of the Engineering section in Anchorage, who is well known in Haines for his successful pursuit of local schoolmarm Joyce Newcomer, was married to the aforementioned Joyce in Skagway on May 26. Miss Newcomer taught chemistry and domestic science and was renowned locally for her culinary skill.

— CARL SHUTE

DEPARTMENT OF COMA
CIVIL AERONAUTICS ADMINISTRATION

DAILY COMMUNICATION REPORT

Station... HAINES ALASKA Call... (OF THE WILD) Date... NOV OR LTR, 19..

Time	Remarks
0000	SHUTE ON WATCH. OPENING RPRT.
0400	SEAGULL FLEW BY AND BUZZED STN.
0405	WASHED DOWN STAIRS.
0800	SHUTE OFF WATCH. 23 ON HAND FOR KIS. NO NRS. SIGLS GOOD.
0837	MACHIN ON WATCH. REBKS NOTED.
0840	PERCOLATOR BURNT OUT. CALLED MTIC.
1138	SENT HNS WX PDX. PARF BLEW FUSE WHILE POKING WX.
1200	MACHIN OFF WATCH. NONE ON HAND. NO NRS. PERCOLATOR STILL NO PV.
1200	HAYDEN ON WATCH. REBKS NOTED.
1237	SENT ZZZ ON OVERDUE ACFT.
1448	CLRD ZZZ ON CRT, BY POPULAR DEMAND.
1500	FOUND CHIEF'S BOTTLE IN LTR LEFT HAND DRAWER OF DESK. EMPTY.
1505	FOUND CHIEF IN LTR RIGHT HAND DRAWER OF DESK. FULL.
1515	PO NO. CALLED MTIC AT JOE'S BAR.
1523	SENT HNS WX RS14 VIA SIGNAL CORPS STN.
1534	SIGNAL CORPS STN FGNO.
1537	THREE ACFT CIRCXXX CIRCLING STN. SENT UP SMOKE SIGLS.
1542	ONE ACFT MADE CRASH LANDING W/ SIDE OF LTR ACROSS CHNL.
1548	ROVC SMOKE SIGLS FM DOWNED ACFT.
1549	WX INSPECTOR ARRIVED VIA DOG TEAM FOR STN INSPECTION.
1551	INSPECTION COMPLETED. INSPECTOR RETURNED TO WB.
1554	STN MECH RPTS NEED 3 NEW CYLINDERS FOR DIESEL ENGINES.
1555	LEFT OPTRS BLDG TO HELP LECH.
1600	REPAIRS COMPLETED. POKOK. SENT ACCIDENT RPRT TO RO ON DOWNED ACFT.
1633	MISSED SEQ. TAPE CAUGHT ON CHAIR.
1645	HAYDEN OFF WATCH. 23 ON HAND FOR KIS. SIGLS GOOD, BUT IMPV. RACFO XCP CHNLS 21 22 23 AND 24 TELNO. NO NRS.
1700	CORDES ON WATCH. REBKS NOTED.
1709	CLEARED UP MESS LEFT BY PREVIOUS THREE OPERATORS. LEFT WIFE GAXXX GUARDING STN AND DASHED TO CT SITE AND REPAIRED XATRS. IN RACFO ALL CHNLS. SENT POLTY STATUS RPRT.
1733	MISSED SEQ AS WAS QRL ROWING ACROSS CHNL AND RESCUING VICTIMS OF ACFT ACCIDENT.
2400	CORDES OFF WATCH. NONE ON HAND. NRS. CQT. RACFO. SIGLS STINKING. NO KNOW ACFT IN VCHTY OR INCLP PPS ON HAND. LEANOP CNT MADE XCP RAN OUT OF CORRECTION INK ON LAST PAGE. SIC TRANSIT GLORIA MUNDI.

Operators sign here:..... ARE YOU KIDDING?

WEEKS TOWER

TELLS STORY ON THE W.B.

Many things have happened since the last issue of KUKLUK. C.O. "Chappie" Chaddon has left our peaceful family to join the boys down in Airways. All we can say is--well, we had better not say it here!

Talk about Southern Hospitality, we really had it here during our recent flood. Fourteen CAA families had to move out, due to one set of apartments being hip-deep in water (on the outside). Most of us were taken in by other CAA families on higher ground. From the tower, the Prinsters (including the dog) and one-third of the Murphys (Bill) moved in with the Bob Joneses. Walt Bear moved in with Clyde Smith.

For four days we enjoyed the hospitality of our hosts before we could move back. Bill said he enjoyed it more than the rest of us because the couch he slept on was more comfortable than his bed at home -- and he could sleep all night without getting up and "walking" the baby.

"Phillips the Farmer" is going around with a big smile on his face and a thrown out chest. He got his potatoes planted two weeks ahead of the rest of the farmers around these parts. He claims that the spuds are growing so fast he can see them sprout from the tower.

Walt Bear has lost out with his local girlfriend since one of her other admirers bought a better car than his. Our ex-boy Goebel, who is now at Naknek, should know which girl I am referring to.

As a last minute addition to this column, our station was visited by Mr. Norm Beuter, who during his off time "also inspected" the fishing and boating prospects on the river. -- A.P.

In case anyone is interested in the Weather Bureau, here is a little story

GENE BERATO TAKES TRIP

OUTSIDE WITH FAMILY

Eugene N. Berato, former chief overseas communicator at the Anchorage station, left for his first vacation in the States in seven and a half years June 3. He will drive both ways over the Alaska Highway with his two daughters, 13 and eight years old.

Among other things, Mr. Berato says he plans to "pass up" the Sherrod Kendalls and John Turners, who are moving to the States and driving the highway also. The Beratos will visit a short time in Bellingham, Wash., before traveling to San Diego, where the girls are looking forward to their first visit to a real amusement park. They plan to be gone six weeks to two months.

Mr. Berato will take over a new job on his return, that of an airways operations specialist in the Regional Office.

on the Fairbanks office that is rather amusing.

Every morning the office gives a broadcast over one of the local radio stations, made directly from the WB office. This particular morning the radio announcer said, "We now take you to the U.S. Weather Bureau office at Weeks Field for the early morning weather report."

The controls were switched and then came silence. The announcer put on a record to amuse the listeners and called the WB office to find out what the trouble was. The following conversation took place:

ANCR: "Weather Bureau, are you having trouble with your radio set?"

WB: "No, we are still waiting for you to 'cue' us in."

ANCR: "I did 'cue' you in, and you didn't take it."

WB: "I haven't heard anything but music -- My God! I'm listening to the wrong station!"

ANIAK

MAY FLOODS CAUSE FAMILIES TO EVACUATE

ANIAK, MAY 18--It is feared that no one else will sing our praises (using the term loosely) so we herewith endeavor to bring you the epic of the Aniak Flood.

Some of the more eager spent last Saturday night atop lumber piles along the river bank, with sleeping bags and mosquitoes, and consequently witnessed the first movement of the ice at 8 AM. The more complacent spent the night abed (precaution: pneumatic mattresses). Thus when the "more complacent" took the first look upon arising at the usual hour (for mechanics and technicians this means between 10 and 11 AM) their lower jaws seemingly struck air pockets and eventually came to rest in the general region of the solar plexus. Old man river was indeed an angry and stupendously overgrown child of Nature, literally at our doorsteps, nursing along little pieces of ice somewhat like mountains torn loose from their resting places.

We watched the phenomenon recede and resurge throughout the day, eventually finding it necessary to roll up our sleeves to continue biting our nails -- some of us so nervous we found it impossible to strike a cigarette to light our matches.

We experienced brief respite from suspense when the Army sent out a group of Mustangs with rockets to have a go at the jam a couple of miles below the village. Our respite was short-lived; the Mustangs expended all their explosives and the jam remained adamant. Shortly before the bombing Mr. Al Hulen and Jim Pfeffer arrived in Beechcraft 579 to take a squint at the situation, and after mooching chow off the CACOM decided we were in no immediate danger and departed for McGrath and points east.

When they were somewhere in the vicinity of Farewell the east end of the landing strip disappeared and the waves

started sloshing around our doors. We decided 'twas time to evacuate the women and children while a plane could still land (maybe). Jack Jefford must have heard us say "land, MAYBE" for we'd no sooner started screaming at Pfeffer in the Beechcraft to come back and get our wives and babies than we heard NC-14 calling Merrill Tower for clearance to Aniak direct.

By the time the planes arrived there was only a scant 3000 feet of our runway some 150 feet wide remaining above water and groundfog was creeping over the water. But land the planes did and carried our wives to the "safety" of Anchorage. We had reason to doubt the safety of this move at the time, and will no doubt have further reasons for doubt when the wives return and we gaze upon the records of our erstwhile bank accounts.

Closed to All but Jefford

Well, immediately after the planes departed we issued a FICLO Notam on the field--which means "field closed to all aircraft, except Jefford and NC-14." Then we ersatz bachelors settled down with K-rations, beans, can opener and jo-pot in one hand, the painter of our getaway boat in the other, and dangled our feet in the water from the control station doorstep (top step) "attending" to routine watch duties with the extreme corner of one eye, and waited for the -- well, whatever.

When damn broke yesterday we took a look and all we could see was water, water everywhere and not a drop to drink (except water)! Pretty soon we started getting calls from boats and canoes on the water-to-ground frequency requesting permission to taxi on the runway. We advised that the area was out of control and so was the river--to taxi at their own indiscretion.

The Army bombers returned at an early hour on this second morning for another go at the bottleneck, but due to incre-

ent weather were forced to jettison their explosives and depart, once again unsuccessful. However the pressure, and the water, continued to mount and near noon the jam broke of its own accord so we all climbed down from the receiver racks and rolled down our pants legs.

In spite of the seriousness of the situation we had our lighter moments. During the night, as the torrent raged along the runway, Mechanic Cliff Anderson was out sticking poles around the washouts and placing red lanterns at the water's edge (Cliff sez Branch 50 please note). Then MTIC Chester Crawley came down the field in the station wagon on some undetermined mission and made a clean sweep, knocking over all of Cliff's red lanterns. But it was okay, for Crawley said, "I'm awfully sorry about the lanterns, Cliff."

CACOM Don Church and ACCOM Rufus Jones holed up in the control station (75 please note) with a supply of grub to maintain a 24-hour watch between themselves, installing a sleeping bag with spare mopheads for a pillow in the attic of the station.

After several hours at the wheel, Jones decided to take a turn in the sleeping bag. When he'd just gotten settled down and was dozing off, Church picked up the mike for the semi-hourly range weather broadcast and gurgled "this is Aniak Radio." Jones, in his dazed condition, heard the words, "Aniak Radio," lept up from his resting place, set his foot on a can of floor wax, clutched the stovepipe and said, "Air-craft calling Aniak Radio please repeat, your transmissiion was garbled."

Cliff Anderson remained in the quarters area and consequently was delegated dog feeder, and also was charged with the care of his mother-in-law's cat, this being no mean responsibility as 'twas the only feline in Aniak. Early on the second morning, Cliff manned the telephone, calling all stations with an emergency warning on the cat. The cat EnWar remains current and Cliff has been heard praying that the flood will continue to block all means of egress from his mother-in-law's house.

GENE MARS TRANSFERS TO STATES PERMANENTLY

It was announced in the April issue of MUKLUK that Eugene Mars, assistant chief overseas communicator at the Anchorage station, had been temporarily detailed in the States at the Aeronautical Center to assist in instructor duties. The detail has now been converted to a permanent assignment, and Mr. Mars and family are boni fide residents of Oklahoma City.

To delve a bit into Gene's personal history, he came to Alaska from Parco, Wyo., in the Fifth region in December of 1942. We remember he stored his household goods in Spokane, Wash. We don't know for sure just why, but it may have been that in those early days he was not sure there WERE houses in Alaska—he had heard so much about igloos.

After passing through several grades at the Anchorage station he became senior overseas communicator, and then decided he wanted a change. He transferred to Central Monitoring as a communications analyst where he stayed for a spell until love of his alma mater got the best of him and he returned to the Anchorage station as assistant overseas communicator. He was detailed to the OKC Aeronautical Center in March.

Prior to his entrance into CAA, Mr. Mars was a radio-man in the Navy. He comes from the old school of radiotelegraphers who didn't think much of their own ability until they could copy 35 words per minute and poke a teletype at 50.

Gene returned to Anchorage for a few days May 17 to close up housekeeping and affect his transfer. He left May 26, driving his car alone over the highway and planning to reach Oklahoma City in eight days.

Most girls attain their ends by not taking enough exercise.



SPORTS

MERRILL FIELD WINS FOUR OUT OF SIX GAMES

With four wins in six contests, CAA's Merrill Field team was placing third out of eight teams in the City Softball League near the end of the first half of the season. Howard Kosbau has been pitching the entire season so far, aided by the excellent catching of Tommie Miller, and hurled a shut-out against the Alaska Railroad June 10.

May 25 the Merrill Field boys began their season by beating the ACS-CAA nine 5-3. Two days later, May 27, they dropped a close one to the league-leading Club Esquire, 3-2. June 1, they suffered their second defeat, 8-0, at the hands of the District Engineers.

Getting back in their stride again June 8, Merrill Field took an exciting 3-1 game from Northwest Airlines, and June 10, the boys from Merrill whitewashed the Railroad 13-0. June 16 they trounced the strong second-place Northern Consolidated Airlines team 13-3.

Merrill Field is scheduled to play the Log Cabin June 21 and the Alaska Air Command June 23, winding up its first half of the season.

During the second game of the year, the team lost short-stop Herb Stanley who threw his knee out of joint during a play at home. He has been ably replaced by Dick Brannon, and will probably be able to play again during the second half of the season.

COMBINED ASC-CAA TEAM WIN THREE LOSE THREE

The combined ACS-CAA softball team has won three and lost three so far in the first half of the City Softball League, tying for fourth spot.

The all-CAA team from Merrill Field won the opener May 25, 5-3. June 2 the ACS-CAA federals lost a 12-inning heart-breaker to a strong Alaska Air Command team, 2-1. The first win of the season came June 4 when the federals took a 6-4 contest from the District Engineers.

Going on to a second win, the federals walloped the Alaska Railroad nine 10-3 June 8, and beat Northwest Airlines 4-2 June 10. Meeting the league-leading Club Esquire on June 16, the federals dropped an exciting contest 17-9 after leading the Esquires 9 to 2 up to the third inning when they made five errors and gave the Esquires a lead which they went on to increase and win the game.

Pitchers for the combined federal team are Pete Verdin, CAA, and Larry Neighbors, ACS. Other CAA players are Bud Chambard, second base, and Norm Keith and Kim Ransier, fielders.

The ACS-CAA combine is scheduled to meet Northern Consolidated Airlines June 18 and the Log Cabin June 22 before the end of the first half of the season.

Burlesque is said to be the place where the phrase "backfield in motion" originated.

CAA GIRLS WIN FIRST GAME OF THE SEASON

Starting the season by winning its first game since it was organized last year, the CAA girls softball team eased out a 13-11 victory over the District Engineers in an eight-inning opener June 7. The CAA girls have lost two out of three starts and are scheduled to play the Alaska Railroad June 24.

In the opening game, the CAA girls overcame a three-point lead in the last half of the seventh to tie the score 11-11. They held the girl engineers scoreless in the bottom half of the extra inning and then brought home two runs to win the game in the last half. Florence DeCode and Flossie Allen pitched with Hazel Jenkins wielding the catcher's mit. Flossie, a mighty pint-sized hurler, also accounted for a homer and second-baseman Martha Jo Kellogg hit a three-bagger that brought in several runs.

June 14 a strong Railroad team trounced the CAA's 15-0. DeCode and Allen pitched and Jenkins caught. Alice Reppman kept the score from climbing even higher by nabbing a tough fly ball way out in left field when the Railroad girls had two outs and players on base.

June 17 the District Engineers took revenge for their earlier defeat by scoring six runs in a loose first inning to win the game 11-8. Flossie Allen pitched and Shirley Mawwissen looked good as new catcher.

The City League Girls Softball season will last until August 9. The first half of the season ends July 5, after which some special mid-season novelty contests are planned and then the first half schedule will be repeated. The rest of the first-leg schedule is:

June 24	ARR-CAA
28	CAA-DE
July 1	DE-ARR
5	ARR-CAA

CIVAIR 8 CLUB PLANS OVERNIGHT FISHING TRIP

An overnight fishing trip at one of the streams along the railroad is being planned by the Civair 8 Club for one of the last weekends in June or early in July, according to Robert T. Williams, chairman of the affair.

The date for the trip will not be set until it is reported that the fish are running well in that area. Anchorage CAA personnel will be notified by memorandum when the date and place have been decided upon.

All Civair 8 Club members, both men and women, are invited to go on the trip, although it is hoped to keep it limited to boni fide fishermen instead of making a picnic excursion out of it, Mr. Williams said. Everyone who goes will be responsible for bringing his own food and sleeping bags. The regular Alaska Railroad fishing excursion rates will be in effect.

All those interested in the trip may get further information by calling Mr. Williams, Personnel Officer, extension 24, or Harry Watson, Budget and Management division, extension 51.

STATION MANAGERS

(Continued from page 1)

G.H. Sargent, MTIC, Northway; G.P. Beckett, MTIC, Petersburg; R.R. Roose, CAC, Point Barrow; L.E. Brooks, MTIC, Fort Heiden; C.A. Hoffman, MTIC, Sheep Mountain; R.H. Collins, CAC, Shungnak.

D.W. Thomas, CAC, Sitka; Wayne A. Brown, MTIC, Skwentna; E.R. Musgrove, CAC, Talkeetna; R.L. Inman, CAC, Tanana; A. Rosenau, CAC, Unalakleet; C.J. Ferricone, MTIC, Yakataga and E.R. Pierce, MTIC, Yakutat.

Conscience is the thing that hurts when everything else feels so good.

NAKNEK ARTC

LOCAL RESIDENTS MAKE MOST OF THEIR PARTIES

Well, our little show is in full swing, having moved into the tower. Must acknowledge that Mr. Carlson really did a smooth job; must remember him when I build my house. Electrical installation is still in progress, but come a few more weeks and we will be complete. We are proud of our unique facility and probably can claim to be the only of its kind in CAA. Bring on the fishing traffic, we are now prepared. A little more than a thousand men have been flown in so far, the remaining 3000 should come within the first two weeks in June.

Another controller has been added to the personnel complement, Bill Hester from Merrill Tower. There is no messing around here. One is put to work immediately down at the river catching his supply of fish, and Bill proved himself by being the only one to do so on that particular trip.

During the past month we had the pleasure of a visit by Mr. Kent Tilling-hast for the purpose of finding out what we know about air route traffic control. What a sweat we were in, but it was worth it. We now hold air route traffic control certificates.

By the way, don't let Tilly tell you he is not handy around the stove because he is. He can cook in our kitchen any time. Mr. Norm Beuter also found time to visit us and to help christen the new Naknek Facility. Norm, I've checked with the Fish and Wild Life about the use of a billy club to catch fish. They are reviewing regulations but feel it rather an unorthodox means of catching fish -- what do you think?

Can't figure out the short haircuts that some of the ARTC staff are wearing, practically no hair at all. Could it be that Mr. Plett's letter was read in-correctly?

We may lack to a degree in social life, but the old timers here know how to make up for that when a party is thrown. ARTC got its first taste of such doings. One could very easily leave such a party and stay lit for two days. What was in those drinks--don't answer that. I know, too much inkohol.

Everything is ditty dum dum at Naknek (no teletypes) and they are experts at it here. Yes, we in ATC have succumbed to it so much that we must have our ditty dum ditties like others who must have their vitamins. It's a must around here in order to be in on the cold storage, PX or show trips by vehicle -- the horn screams ditty ditty ditty ditty ditty ditty ditty dum dum dum ditty dum dum. One of the controllers has learned to knock out on the horn "Ain't You Comin' Out Tonight" as he drives up with his new Ford in front of the apartment of the slickest chick in town (don't get excited, we're only dreaming).

"Bang, Bang -- Drop Dead!"

"Pow, pow, I gotcha!" says our boy Jerry Goebel as Chuck Detrick hides behind the door. But Jerry still comes out on bottom as Big Chief Graner steps out from behind the tower and lets go with a trusty arrow. It all started by Jerry reading western stories after arrival at Naknek, so please don't blame the fair community. Chuck couldn't stand to be shot down in cold blood so natch he began to shoot back. Now it goes on all day.

It must be catching because we notice the communications boys beginning to grab leather when they step out the door. Jerry is really getting fast, except for the time he sprained his thumb on a fast draw. Don't anyone send any more western stories this way. Jerry lives every one that he reads. Naknek isn't so bad; it's just the people they send down here.

(Continued on next page)

MOSES POINT

STOCUM AND HLADKY KEEP STATION ON AIR

The much talked about "Green Hornet" takes its leave of Moses Point. Her pilot; Richard Hladky (ACCOE), his wife E.J. and son Richie, plan to fly back to their home, Seattle. The Hladkys have been at Moses Point a year and a half. Dick's one year leave has been approved so it's back to school he goes. Here's wishing them a nice trip and lots of luck.

The J.C. Stricklands, Inc., have returned from leave at New Orleans. It's their first trip outside in four years. Little Jo Ann, age three, met her grandparents for the first time. Believe it or not, they seem glad to be back at Moses Point.

NAKNEK (Con't.)

If any of you would like to know how to catch the big fish, just ask Bob Grener. He tied into a big rainbow the other day and the next thing we knew he stood with his reel in one hand and rod in the other yelling like hell. We have to hand it to him, though, because even with odds like that he landed the largest rainbow seen by yours truly. Nice going, Bob. Tilly was down at the time and helped cook the monster--and believe you me, that man can cook. We all gained a few pounds while he was here.

Now to express a gripe. We work hard to get our little bit to the HUKLUK, but if we don't start getting a few copies we'll send our work to the Aero-nautics or some publication like that.

I assumed the chief communicators were good enough to distribute HUKLUKS to the controllers at their stations. Starting with this issue we're sending four extra copies to Nakknek's Chief Smith for the controllers there. We print approximately one for every two persons in the region. Thanks for the articles and the good fish stories.—EJ)

We hereby make it known publicly that the strange looking man around the station is not a new mechanic, but Oscar Wall. It's the "New Lock" or just the fact that Oscar got himself a new electric razor. Oscar promises to shave everyday. HURRAH!

We pay formal thanks to Preston Stocum (MTIC), or KL7BD, for the work done during our recent cable trouble. We also thank KZ7JI, Dick Hladky, for his quick thinking. Our power went off due to cable trouble and Dick rushed it to his plane "The Green Hornet," called Unalakleet and sent the next weather broadcast. While Dick rushed madly back and forth, KL7BD tuned his transmitter to Channel 53. As Ed Jones of Galena said, "A little off frequency OM."

The amazing part of the story is that A. Howard Francis, the cable splicer, had arrived that very morning. While the hams were maintaining communications with Unalakleet, Francis and John (Jackson) Smith, mechanic, braved the zero weather until 1 AM and fixed the cable. Once we contacted the outside world we all relaxed a little. That is all but Dick, who moved his rig out to the station, and once again things were back to normal. We're proud to report that not a single weather broadcast was missed. Thanks, boys, for a job well done.

The morale of a certain Danny Calloway (ACCOE) was inflated and deflated by one single issue of the HUKLUK. Our mastermind figured his \$300 raise out to the minute and actually enjoyed working until some kill-joy told him to finish the article.

"Rumors are flying, and there's no denying" that Corine Strickland, wife of the CAC and a communicator herself, is expecting her second baby. The baby's due in November. They have their fingers crossed for a Jr.

COURT PROCEEDINGS

MAY 4, 1948

"The Class vs Ray F. Okerlund"

(A trial of nation-wide interest recently took place in Oklahoma City. The defendant was a man well-known, or too well known, to many, or to too many, Eighth region aircraft communicators; namely, Ray F. Okerlund, former COC at the Anchorage station who became instructor at the Oklahoma City Aeronautical training center several years ago. Many communicators now working in the territory were exposed to this man in Oklahoma. In the interest of public education on the thesis that crime does not pay, we present a transcript of the proceedings. -- Ed.)

Time: Just before graduation of Alaskan aircraft communicator class.

Place: Aeronautical Center, OKC.

Trial: The CASE of the CLASS versus RAY F. OKERLUND.

(The Sergeant at Arms brings in the defendant and places him in the prisoner's dock. Presents copy of Navigation Manual to him: "Do you swear upon this holy writ that you will tell the truth, the whole truth and nothing but the truth, so help you Hannah? Be seated."

Judge Begins: "Court will come to order! The case on our docket for this morning is the case of the Class versus Ray Okerlund. (Turns to defendant.) Mr. Okerlund, you are about to be tried by a fair and impartial jury. It is therefore my duty to warn you that EVERYTHING you say WILL BE HELD AGAINST YOU.

"The jury as you can see are all upright, honest and fair-minded men.

(Addresses jury) "You haven't formed an opinion as to the defendant's guilt, have you?"

Jury: "GUILTY, GUILTY....THE MAN IS GUILTY!"

Judge: "Thank you, jury, I knew you could be trusted to be fair and open-minded. However, before passing sentence upon so vile a wretch, I suppose we should read the charges--just as a matter of form. (Arranges papers and begins.) The defendant is charged as follows:

"1. THAT, while occupying the position of Slave-Driver over a group of poor, but virtuous, radio hams, he has used

his exalted position to perpetrate extreme cruelty, in that he has repeatedly beaten, kicked, gouged, bit and mutilated their tender lily-pure minds and bodies, thereby causing untold bottomless wrinkles to be permanently etched upon the fair expanse of their studious brows ...And, WHEREAS and WHEREFORE, all this and more has been visited upon them with full malice aforethought and premeditated sadistic GLEE...

"Kind and honest jurymen, how do you find the defendant?"

Jury: "GUILTY, GUILTY....THE MAN IS GUILTY!"

Def. Atty: "I...OBJECT!!!"

Judge: "ALL OBJECTIONS OVERRULED!! I'll have you know that this is a court of JUSTICE where the GUILTY ARE GUILTY and NO MAN IS INNOCENT!" (Resumes charges.)

"2. That WHEREAS, WHEREFORE, HERETOFORE AND WHATNOT, this monster has willfully and maliciously refused to acknowledge and answer satisfactorily the FEW, MEAGRE, ERUDITE, SCIENTIFIC questions which were asked by one Mr. Genung upon the exceedingly RARE occasions when this shy and retiring student mustered up enough courage to SPEAK during classes. WHAT SAY THE JURY TO THIS OFFENSE?"

Jury: "GUILTY, GUILTY....THE MAN IS GUILTY!"

Judge: (Resumes charges.)

"3. "FINALLY, en contesto frutas speritimenti, this guilt-edged defendant -- not being content merely to be an in-

OPERATIONS BRANCH

CHANGES IN R O STAFF

strument of his satanic majesty in organizing and abetting the malformation of the student's ALLEGED minds -- has so TERRORIZED, so UTTERLY BROKEN, the productive spirit of budding genius THAT, in Mr. Penland's case, for instance, the latter's beautiful and unmatched propensity for doodling has suffered woefully. Today Mr. Penland sadly constructs paper airplanes during class--that do not fly --and actually shows a certain amount of irritation when contemplating his interesting cigarette lighter, pencil and digits -- upon which he formerly spent hours in fond, reverential study.

(to jury:) "Jury, DO YOUR DUTY!"

Jury: "GUILTY, GUILTY....THE MAN IS GUILTY!"

Judge: "Never in my long checkered-- I mean JUDICIAL--career have I anticipated so much pleasure in passing sentence upon a guilty culprit.

(To prisoner:) "Vile and Woeful Wretch, since you have been justly tried, ably defended and have been found guilty by a fair and impartial jury of your peers, I now pronounce sentence upon you

"Ray F. Okerlund, I hereby sentence you to carry a heavy burden of great bulk and weight wherever you may travel and for as long as the burden may last. This to remind you of this group of poor broken wretches who are even now being banished to a desolate land of ice and snow, because you so willed it.

(Judge to Sergeant at Arms:) "BRING IN THE PRISONER'S BURDEN."

(The burden is brought in and placed before the defendant. It is a box of huge bulk filled with worries about what the CLASS will do when it enters on duty in Alaska.)

(Judge to Defendant:) "Defendant, you are sentenced to carry this burden for as long as a single member of this CLASS afflicts the Eighth region.
"COURT IS ADJOURNED!"

(This trial occurred May 4, 1948. It was conducted--and the record of it compiled--by the following 16 communicators who by now are on duty at various points in this "desolate land of ice and snow:"

Reassignments and departures from the Eighth region have caused a few changes in the Operations branch Regional Office staff during the past month.

A.V. Carroll, who was on Bill Hickok's inspection staff, has transferred to Central Monitoring where he succeeds Fred Nayer as chief communications analyst. Nayer transferred out of the branch to become station manager here in Anchorage.

Sanford Peterson, who also was on Hickok's inspection staff, switched over to another staff and took Sherrod Kendall's place in Performance Standards. Kendall has left the Eighth region to take up activities among the Long Beach, Calif., beach society.

August Valentincic, formerly in the Fixed Aeronautical Communications section, copy-catted Nayer and slipped out of the branch into the station manager's spot at Kodiak. Kodiak was Auggie's first point of duty in Alaska when he came up here from the Third region in February of 1944.

John Turner, former communications analyst in Central Monitoring, copy-catted Sherrod Kendall and got plumb out of the region, except he prefers Nebraska society. Alberta Bigelow, formerly CEMO's secretary, got the wanderlust and wandered into the Plant and Structures Construction division. As for the others who appear on the April 6 roster, they've stayed put.

Bill (Hot Shot) Spencer; F.H. "Well Done" Weldon; Ken Bartlett; "Real" McCoy; "Penguin Bait Cookie (Cook); H.E. "Robbie" Robinson; Bob (Lid) Penland; "Percy" Moore; George (Speedy) Hathaway; J.B. Whalen; George A. Puckett; Paul Palmer; Robert (Missed the Boat) Edwards; T.G. Genung; Eager Earner and George Cooper.)

ACCOUNTS

GRACE SINCLAIR RESIGNS

Things have been buzzing in our department the past couple of months. It has been a rough fight, but we came through.

We have one more obstacle to overcome and that is to see that our little glamor girl Ethel Risoff can keep an even keel until Saturday, June 12, when she will exchange wedding vows with Cpl. Bernie Elkins of the U.S. Army. We extend sincere heartfelt wishes for her happiness. Ethel assures us that she will continue working in Accounts--which we are very happy to hear.

As many of you know, Dorothy Gschwend has been taking leave and enjoying the "roughs of Alaska" at her Lake Chalatna home. To our disappointment we find that she will not be back with us, but will remain with her husband and help operate their mine at Chalatna. We wish Dorothy and her husband great success in their venture.

Grace Sinclair, our coding clerk and former scribe, also has resigned and has joined her husband in a mining business near Fairbanks. Grace was very active in Civiar 8 Club affairs, always willing to do the hard work -- such as selling tickets. We all will miss Grace, another good girl lost to CAA. Sylvia Van Curler is doing a good job as new coding clerk.

Lucille Woods has just returned after a month's vacation Outside with her sister. Lucille was called unexpectedly on learning of the serious illness of her niece. To her disappointment she was not able to reach her niece's bedside in time. We all extend our deepest sympathy to her in her loss.

Errol Flynn and Charlie Chaplin have collaborated on a new novel which will be out just any old time. The title is "On Thom the Belles Told."

SHERROD KENDALLS LEAVE

AFTER SEVEN YEARS HERE

After almost seven years in the territory, Sherrod Kendall, airways operations specialist on the Performance Standards staff, has left Alaska and moved to Long Beach, Calif., accompanied by a pair of exceptionally raucous swimming trunks donated by well-wishers in the Operations branch. He and his wife left Anchorage May 31, driving over the highway in the company of the John Turners who also are leaving the territory.

Mr. Kendall came to CAA in December of 1939 from the Marine Corps where he had been a radio man with the Sixth Marine Expeditionary Force in China from 1935 until '39. He was awarded a campaign medal for combat duty experienced during that time. He entered on duty with CAA at El Morro, New Mexico and stayed with the Fourth region until September of 1941 when he transferred to Alaska as a communicator at the Anchorage station.

He became senior overseas communicator at ANC before transferring to Kodiak as chief in September of 1944. He became a communications inspector in the Regional Office in March, 1945, and a member of the Performance Standards staff in September of 1946.

The Kendalls' two children, six-year old Carson and three-year old Colleen, already are in Long Beach.

Mr. Kendall's departure will mark the end of a long public feud between him and co-worker Grant McMurray which has furnished MUKLUK readers with occasional amusing articles for the past several years. He has been replaced by Sanford Peterson, formerly of the Operations Inspection staff.

"I'll see you," said cur here as he laid down four aces in a game of strip poker.

SITKA

YOU'PPIS GO TO ANCHORAGE; LAIRDS TO HAWAII

SITKA, MAY 27--Our humble apologies for not making the past few issues, but thought it time to give someone else a chance at the space. Hmmm, there don't seem to be many takers. Sure sorry not to hear more from the other stations. Wonder what's wrong with Berato's secretary--no news from ANC for some time.

Well you all probably know the bad news, at least it's bad to us. Chief Bill Youppi decided to See Alaska First. After so many years in Sitka we don't think he'll like it, but anyway he and Nancy departed Sitka for Anchorage after tears and our reluctant farewells. We wish him the best Anchorage has to offer -- and hurry back.

Farewells also were said to Gerry Laird and family. They departed for Hilo, Hawaii. So now we are back where we started, with a 56-hour week and it doesn't look like a vacation for some of us.

About the only good thing I can report this time is the weather. It's really been nice, and of course everyone has enjoyed it and has a nice coat of tan, except Roberta Volz. She caught a flu bug and developed pneumonia. She's okay again now, though, for which we all are glad.

There have been some nice halibut caught by some of the crew, but the salmon are slow in coming this year. No one has any yet, but we're all trying. Of course there are a few that got away...

Well, we are still wondering about the station managers. Wonder who, where and when? Wonder if they know school's out? It's later than they think, I bet. Much comment has been heard in passing about the bids, with no transportation for the wife and kids. Wonder if that is just to discourage us from moving so often? Bet it doesn't work, the way they expect.

Well, we still see lots of people moving south, and not for the winter either. Too bad, but guess everyone isn't crazy like us, huh? But then we haven't heard of one yet who hasn't said he's sorry he left, which is some consolation.

We see by the papers some big guys in Washington want to dump the CAA overboard. Where does that leave us? Well if Haines makes up any more questions for the Weather Bureau, we know where it will leave him. We like your news, but lay off the Weather--or else?? And say, how come bachelors only at Haines? At least, so I hear.

We are really fixed up pretty at Sitka now. Just finished having a new ceiling put over our heads -- sound proofing to help out when the signals are lousy, they say. It does make a lot of difference. The Civair XI has a new paint job and really shines it's so white. They are working on the wash room now, enlarging it to make space for the mangle. We really are going places.

Snooks (the family cat) has four kittens, two bob-tailed. Anyone wishing same, sorry, not for sale. They make good fish bait. Well, time to close shop. I will leave you with the thought I have about what we know so far about the selections for station managers: looks to me like some one has been playing the numbers. --Yours, DEW-DROP

A lovely blonde was being tried for killing her husband. The jurors retired. They knew she was guilty, but didn't want to sentence her because of her beauty -- yet they feared to face their wives if they didn't. Finally one of them happened to remember that the dead man had been an Elk. The problem was solved. They passed this sentence: Twenty dollars fine for killing an Elk out of season.



NEW EMPLOYEES

MAY 8 THRU JUNE 7

AIR PLANT AND STRUCTURES BRANCH

Elmer J. Anderson, general mechanic, Maintenance div. (Port Heiden).

Gordon W. Eritton, general mechanic, Maintenance division (Fairbanks).

Charles G. Jones, general mechanic, Maintenance division.

Ewel L. O'Neal, general mechanic, Maintenance division (Kakagrak).

Harvey E. Strassburg, general mechanic, Maintenance division (Galena).

Annie Mae Woodard, blueprint machine operator, Drafting section.

Betty Lee Ann Kirschbaum, engineering draftsman, Drafting section.

Edward G. Fletcher, civil engineer, Engineering division.

Lois H. Wright, clerk-stenographer, Engineering division.

Curt H. Evarn, construction superintendent, Construction division.

Virginia Iae Brown, clerk-stenographer, Engineering division.

James B. Muro, engineering draftsman, Drafting section.

Leona M. Eason, blueprint machine operator, Drafting section.

AIRMAN, ACFT. & FLIGHT OPERATIONS BRANCH

Edris D. Smith, clerk-stenographer, Aircraft & Components division.

Shirley Fay Young, clerk-stenographer, Clerical pool.

AIRWAYS OPERATIONS BRANCH

Horace O. Adams, Jr., assistant airport traffic controller, Anchorage.

Doris J. DeSart, clerk-stenographer, Communications Operations division.

Margaret S. Green, clerk-stenographer, Communications Operations division.

Kathelyn F. Metcalf, clerk-stenographer, Communications Operations div.

Ruth A. Workman, clerk-stenographer, Cmtna. Operations div. (temp.).

Bonnie E. Thorg, clerk-stenographer, Communications Operations division.

BUSINESS MANAGEMENT BRANCH

Madge J. Connelly, fiscal audit clerk, Accounts division.

Alice L. Johnston, clerk-stenographer, Personnel division.

Alice E. Kincaid, mail clerk, Mail and Files unit.

Elizabeth K. McNeill, filer clerk, Mail and Files unit.

Adele T. Schmidt, clerk-typist, Regional Warehouse.

Jerome J. Cherveney, traffic agent, Alaska Supply section (Seattle).

Genevieve C. Burke, purchase clerk, Alaska Commissary (Seattle).

Shirley Mae Monroe, clerk-stenographer, Contract & Procurement division.

Donna M. Lindelof, clerk-stenographer, Personnel division (temporary).

(Continued on next page)

NEW AVIATION MIRACLES

(Continued from page 2)

ground radar screen into the pilot's cockpit, is an example of an idea which may have great merit for the future. When perfected, it may make bad-weather flying almost as easy as visual flying. But like many other projects, it will be several years before Teleran is ready for an intensive testing and evaluation as a civil aviation aid.

Radar, which operates on frequencies higher than VHF, has opened up a wide range of possibilities for civil aviation. Because much of the military radar was not well adapted to civil aviation without complex and expensive modification, its application to civil aviation has not been as rapid as many people expected. Nevertheless, it already is in use in various ways and its use will be extended as improved models are developed.

Perhaps the best-known type of radar is the Ground Controller Approach radar, or GCA, which was used by the Army and Navy to land aircraft under low visibility conditions. The equipment is expensive to buy and operate, but it is in use by the CAA at three major airports--Washington, La Guardia and Chicago--and funds have been requested for its in-

stallation at 22 terminals. Using this equipment, specially-trained operators can monitor Instrument Landing System approaches and, if necessary, "talk" an aircraft in to a safe landing in almost zero-zero weather.

Long-range radar equipment which can locate an aircraft at distances up to 100 miles is in use by the CAA at Washington and New York. Experiments are being made to determine the possible usefulness of such equipment in traffic control along the airways. One problem still unsolved is how to easily and quickly identify a particular plane out of the many which appear on the radar screen.

"Terrain warning indicators," which operate on radar principles, are modifications of wartime inventions. These warn the pilot during bad weather if his plane is too close, in a vertical direction, to the ground. Much research is underway to develop devices which will warn pilots of obstructions or other aircraft ahead of them and--more important--tell the pilot how to avoid them.

Airborne radar was invaluable during the war for navigation over enemy territory. In peace time much more useful and accurate information is available from an ordinary radio range receiver. For this reason, plus the fact that the equipment is heavy and another crew member is required, the airlines have not generally adopted airborne radar. Nevertheless, recent experiments suggest that it may be useful in locating and avoiding dangerous thunderstorm areas.

Judging by past experience, many of the new devices will fall by the wayside before they reach a stage of development justifying mass production. In other cases they will be so changed as to be scarcely recognizable. But in the hands of invention-minded Americans the very high frequency radio bands promise to increase the safety and reliability of civil aviation.

NEW EMPLOYEES (Cont.)

AIR COMMUNICATIONS BRANCH

John W. Bobbitt, maintenance technician, maintenance division.

Lois E. Patten, maintenance technician, maintenance div. (Fairbanks).

Doyle G. McKinley, radio technician, Engineering division (temporary).

Randall V. McSparin, radio technician, Engineering division (temporary).

Jessica K. Althaus, clerk-typist, Maintenance division (Juneau).

P. & S. CONSTRUCTION

ANN OLDAKER RETURNS FROM VACATION IN STATES

Anne Oldaker returned via the "S.S. Princess Louise" after an extended vacation packed with activity at Portland, Salem, Eugene and Klamath Falls, Oregon. She reported it was Heavenly being back in good old Lilac Blossom Time, wearing a white linen suit and enjoying the warm 70's. Luckily the Columbia River didn't go on a rampage until 48 hours after her vacation visit as all means of transportation were severed, which would have resulted in Annie missing the boat.

J.L. Connor's new secretary is Alberta Bigelow who joined our staff the last of May. Alberta transferred from CEKO and is considered an old timer with CAA, having worked in the Communications Operations division for the past three years.

Upon the completion of a successful Kenai project, Henning Johnson was re-assigned as engineer at Nenana, departing for the site June 5. Jerry Howard, who is stationed at Bethel as engineer, dropped into the office for a few days for a conference and left again June 10 to complete his work there. Reinhold Krueger spent a few weeks in town and is now stationed at Katalla as resident engineer in charge of the construction of a VHF repeater station.

W.C. Tykward completed his assignment at Whittier and is now on an inspection trip which covers Juneau, Thane, Lena Point, Sunset Cove and Narrow Point. Joe Metz finished the VHF installation at Homer and is now working with his crew at Kenai. Ned Nelson is the resident engineer supervising the concrete paving program at Annette. In the office again after a short assignment at Kenai, Warren Wilkins is making preparations to leave for Culkana.

Barney Locke is expected back before too long in the Materials section from Seattle where he has taken Mrs. Locke for medical attention at the Virginia Mason Hospital.

Harold Tarbert and Charlie Evern completed their Gustavus assignment, Evern working on ILS and Tarbert as heavy duty mechanic. After spending a few days in Anchorage, Harold took a paint brush and a can of yellow paint and made a beeline for Bethel, then on to Nome, to paint the runway strips at each location. Charlie Evern, who has just been made a construction superintendent, was detoured from Kenai for lack of paint, and from where we sit we hear Cordova calling.

Enjoying his second honeymoon on an extended motor trip with the Mrs. and son is K.K. Kellner. The happy threesome is driving to Fairbanks, Circle Hot Springs and Whitehorse. In addition to viewing unequalled scenery, the trip should prove to be a gay and happy vacation as they are keeping the coffee pot brewing at each overnight camp site. If his "big powerful car" holds together, Kellner is to be seen about the office again on or about June 21.

Last but not least, the engineers in our office not busily building homes are planting gardens. Ada Woberg and George K. are both wearing blisters from wielding the hoe and shovel. -- V.L.



*THE ORIGINAL "COME OF SILENCE"

--3rd Region "Flight Log"

CRUMBS FROM THE COMMISSARY

The month of June denotes a bride, A wedding white, a groom by her side. Some lucky gal has caught her man, and I start to fear, I'd better set my bear trap, there's Just six months left of this Leap Year.

One short year ago your Crumb sat down with pen in hand to type the first edition of "CRUMBS FROM THE COMMISSARY." Since that time there have been many changes in personnel at the food shack. The first took place last July with Norm Lowenstein assuming the position of superintendent of ye olde Commissary. Also in July, Mel Peterson came here as an accountant (and he is still counting). Ben Mayfield transferred from the Warehouse to the Commissary at that time to fill the gap as principal storekeeper.

August brought Alice Repman, a dashing red-haired secretary, to the food shack. Also added to the roster about this time was Roberta Young who is now busily engaged in typing for the stockroom. The other new addition about then was our flashy red-headed butcher, Dave Adams.

Along with the spring thaw came Art Pollard who was placed in the stockroom. Gaily he packs and unpacks groceries and occasionally he drops in the office for a very cheerful hello. April and May brought two new posting clerks, who are Frankie Gingrass and Eva Nell Hemphill.

The latest additions to the shack are Richard Sullivan and Bernard Martin. They assist the boys in the stockroom. Incidentally, these two drove up over the Alaska Highway and can be seen driving their lil' fliver "Old Faithless" to and from work.

Old employees are: Wayne Woodhead, storekeeper; Bernice Currie, bookkeeper and Hazel Jenkins, posting clerk.

Mel Peterson has made various trips to stations, and with each trip these stations have gone on a cash basis. The latest of these is Yakataga, which started on cash this month. All stations will be on a cash system as soon as Mel can visit them.

Bernice Currie is getting a brand new Chrysler from Seattle this month and a taxi service will be started soon after (for free, it is presumed).

June seems to have lots of interesting events. There were two birthdays and an engagement this month. Wayne (Woody) Woodhead and Hazel Jenkins celebrated their birthdays June 21. Earlier on June 6 Hazel became engaged to Arthur Allaire of the U.S. Army. They plan to be married about the 3rd of October.

Dave Adams took a trip to Seward and Inlet towns this month for a vacation. He and his wife spent two weeks living the life of leisure. More fun! Bernard Martin assisted in the meat shop during Dave's absence. It's just about inventory time again, so the Commissary will be up to it's knees in work for the coming month.

Over the holidays for the Fourth of July, Alice Repman and Roberta Young plan an excursion to Talkeetna. They will do some hiking and join in all other sports available there. Then too, they'll be able to get acquainted with CAA employees there. Sounds like fun.

Wayne Woodhead recently went up the bay seal hunting, and much to everyone's surprise he returned with six live seals. Unfortunately, they are no longer considered in the living state.

I'll float back to the cell now and, as the roof said to the cyclone, "I guess I'll be off." --THE CRACKER CRUMB

"MURDEROUS BELIEFS"

ATTACKED IN SAFETY PROGRAM

Many of our regional employees are performing relatively hazardous duties as an everyday part of their jobs, and they are prone to forget "safety." Ned Dearborn, president of the National Safety Council, has approached the problem from a new point of view. Mr. Dearborn says there are certain "murderous beliefs" which pile up a huge and needless toll of human life and limb. They make the prevention of accidents extremely difficult. The aim of all safety education is to change attitudes that obviously impede progress toward safe living. By careful examination and analysis we can change some of those beliefs.

1. The "Other Fellow" concept: Nearly everyone seems to assume that an accident will happen to the other fellow, but never to him. We seem to think we are smarter, or luckier, than the other fellow.

Our slogan this year--"Be Careful, the Life You Save May Be Your Own"--recognizes that we are not immune to accidents. Accidents do not always happen to the other fellow.

2. The "Your Number's Up" concept: An amazing number of people subscribe to the philosophy that an accident just happens, or it doesn't--that your number is up or it isn't--that accidents are inevitable when the time is right.

Such fatalism would eliminate traffic lights and signs, safety guards on machinery and many other measures which eliminate or reduce accident hazards on farms, in factories or in homes. Fatalism is fantastic and should be eliminated.

3. The "Law of Averages" concept: Too many people shrug off accidents, saying that they are due to the law of averages, occurring by chance.

The chance factor is dominant in only about two percent of all accidents. The belief that chance dominates the frequency and severity of accidents is another absurdity which must be dispelled.

4. The "Price of Progress" concept: It is often said that accidents are the natural price paid for progress--that every forward step in human progress is offset by a backward step.

Actually, only a very small number of accidents can be attributed to mechanical faults or failures resulting from mechanical progress. The same engineering genius that gave us the modern motorcar can give us complete mechanical safety if we adhere to reasonable precautions. The blame is not on scientific advancement, but on human failure to take minimum precautionary measures.

5. The "Spirit of '76" concept: Some hold that safety is inconsistent with the spirit of our forefathers who took great risks to found our country--that safety is a "sissy" thing.

The courage and daring of our forefathers is a tradition to be preserved, yet it can be misinterpreted. The risks they took were not unnecessary ones. They learned for safety's sake to fight Indian fashion, to build protective shelters, to use care in felling trees--all safety measures that cannot be considered "sissy."

6. The "Act of God" concept: Some people who are sincerely religious feel that an accident is an act of God. It is inconceivable that retribution is visited upon an individual as such in the form of an accident which may kill or destroy that

(Continued on next page)

WAREHOUSE WALLS

Bill Criner, who recently came from down Texas way, has been transferred from the warehouse into the office. He is taking the place of Curt Hoxworth who has resigned for "greener pastures."

Flossie Allen, Genevieve Otter and Wanda Johnson have been spending their lunch hours limbering up their throwing arms in preparation for play on the CAA women's softball team for which they signed up recently. The first few days practise was pretty rough on the girls but now they don't moan and groan so much over sore muscles. Could be that they are getting limbered up!

Section 207 has been so busy with animals and writing up 215's that the office is beginning to look like Grand Central Station.

A certain character in 207 has at last found the perfect definition, and we have decided that it definitely should be applied to CAA'ers. We were discussing old age, strokes, hardening of the arteries, paralysis, etc. while having our coffee the other morning, and this person comes up with this remark: "Yeah, but what about these people who have perfect coordination of their arms and legs but have no sensitivity." (In other words a vacuum in the noggin.) He went on to say in his estimation that would be worse than some of the above-mentioned curses of old age. Just about that time everyone burst out with, "Yep, that's it! That's what's the matter with us!" The truth will out, folks, and now ya know.

which was created in the image of God. It will be no disservice to religion if these misbeliefs are replaced by beliefs founded on true ethics and morals.

Adding it up -- is accident prevention impractical, sacrilegious and effeminate? Are accidents unavoidable, inevitable, predetermined, a matter of luck, the price of modern living? NO. By constant education we can replace these common misbeliefs with constructive and positive ideas that will contribute to a safer day-to-day work attitude in CAA.

(With due credit to National Safety Council and the Sixth region Newsletter.)

-- EIGHTH REGION SAFETY COMMITTEE

The other day Van Martin spent ages searching the "gasket board" in the warehouse for a certain size gasket. Finally he gave up in disgust and tackled another problem. Later, while working on something else, he happened to be standing under the "gasket board" when lo! and behold something hit him on the head. And what do you suppose it was? Yep! The missing gasket he had spent about two hours looking for and had finally given up hope of ever finding. So help me this incident is a true one and we've got witnesses to prove it.

Harold Bales is now the proud owner of a movie camera. Talk about a little kid with a new toy! He is now impatiently waiting for the arrival of a movie projector which he ordered from the States. Waiting for Christmas is nothing in comparison to this!

Mel Clements has turned in his resignation, effective July 9, after four years of service with the organization. Mel is impatient for that day to arrive when he can get out to his homestead and start farming. Good luck to you, Mel!

Genevieve Otter also is terminating July 9. She plans to take up nurses' training in the States. It won't be the same around here when you folks leave.

The rest of this column is devoted to thoughts such as: the smell of campfire smoke, bacon and eggs frying, coffee boiling, rainbow trout s-o-o-o long, mosquitos, wet socks and clothes hanging over the fire. Watch it! Don't let 'em get burned! Oh heck, I give up -- let's go fishing!

NEW ADMINISTRATOR

(Continued from page 1)

The new Administrator took over the top spot in CAA June 1, succeeding F.P. Wright who left the organization March 1. Deputy Administrator Fred Lee was acting administrator during the interim. Mr. Rentzel comes to CAA from half a dozen top jobs in the radio business, among them the presidency of Aeronautical Radio, Inc. The 39-year old radio expert is a handsome six-foot two Texan who files his own plane and is interested in innumerable hobbies.

He was graduated from Texas A. and M. in 1929, after which he served in the Radio Division of the Navy and worked on installation of radio stations from 1929 until 1931. From 1931 to 1934 he was with American Airways, Inc., as radio operator and station manager; later serving until 1943 as director of communications with American Airlines.

Among his other jobs he has been president of the Aeronautical Radio de Mexico, from 1944 to 1947; chairman of the Aeronautical Radio Panel since August, 1943; vice chairman since 1944 of the Technical Commission for Aeronautics; a consultant for the Congressional Radio Policy Board since October, 1947; radio consultant to the Secretary of War, helping establish airways communications services for the North and South Atlantic during the war in 1943 and 1944; radio consultant for the Secretary of the Navy in 1943, during which service he accompanied Admiral Byrd to the South Pole on a mission to establish alternate airways in the South Pacific.

No matter how frigid you're feeling
You'll find that a smile is most healing.
It grows in a wreath
All around the front teeth,
Thus preserving the face from congealing.

--3rd Region "Flight Log"
--9th Region "Trade Winds"

ALL BULLETINS FROM WASHINGTON NOT DULL

Some of the most pleasant to read publications to come from the Washington office are the chatty "Highlight Bulletins" from the Office of Business Management there (one of the issues said something very nice about MUKLUK once). Quoted below is an excerpt from the Personnel division's contribution to a recent issue.

"Gems from SF-57's

"If anybody is bothered with stomach trouble, this is a cure that one of the Alaska communicators found to be effective: 'After my arrival in the United States for treatment of my illness, several doctors examined me and could find nothing physically wrong. They told me my condition was brought on by (nerves) isolation and two of them recommended marriage as a cure for my stomach trouble which I did and am now perfectly well.'

"Misstep?? From a resignation by lady communicator: 'My reason for resigning is to be married and I regret this step is necessary.'

"Who said we couldn't get a laugh out of a standard form?"

SCHARNEKS HAVE SON

A special one-page mimeographed edition of the "Anchorage News" was circulated in the Regional Office last month announcing the birth of Thomas Conrad Scharnek, second son of Mr. and Mrs. Gene Scharnek, at 8:13 PM May 11. The paper stated that Tommy weighed eight pounds, nine ounces, at birth and was delivered by "Storklines, Inc., a non-scheduled operator which only makes trips occasionally, casually and infrequently." Mr. Scharnek is with the Personnel division.

Remember when the corn ads only showed the foot?