

## SIX STATION MANAGERS NAMED

### REGION-WIDE PHOTO CONTEST ANNOUNCED

A big region-wide photo contest with \$24 in prizes and five months before the deadline in which to prepare entries was announced by the Civil Air Club this month. Closing date of the contest is November 1, 1948, and entries will be judged at a public exhibition Nov. 15.

All CAA employees and their families are eligible to enter the contest. The only restriction on entries is that they must be taken in Alaska. There will be three classifications, with a \$5 first prize, a \$3 second prize and five honorable mentions in each division. The classifications are: black and white Snapshots, black and white Salon prints and Color Transparencies.

Chairman of the photo contest is Walt Smith of the Photo Lab, who will be assisted by Mary Jane Sommer and Margaret Trimmer. All entries should be sent to Mr. Smith, Photo Lab, Ref. 8-55.

"We are particularly anxious to have field personnel enter the contest," Mr. Smith said. "The late closing date and other details of the contest have been especially arranged for their convenience."

There is a limit on the number of pictures any one person may enter, Mr. Smith said. A contestant may submit a

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### HEADS FOR OTHER STATIONS WILL BE ANNOUNCED SOON

Names of the men selected to be the first station managers at the six largest stations in the region were revealed this month. They are Bernard F. Nayer, Anchorage; Frank P. Gray, Fairbanks; August P. Valentincic, Woody Island; Joseph E. Walsh, Nome; Raymond A. Bird, Annette Island and Arnold L. Francis, Juneau.

All these positions are CAF-12 and were filled through the National Promotion plan, with the exception of the manager at Juneau who is a CAF-11. Names of the men who will be managers at the remaining 36 stations will be announced next month, according to Allen D. Hulén, assistant regional administrator.

"Fred" Nayer, new station manager at Anchorage, is well known to field operations personnel as the chief communications (Continued on page 33)

### G. A. WHITTAKER APPOINTED OPERATIONS SUPERINTENDENT

Gerald A. Whittaker, former chief of the Communications Operations division, has been appointed superintendent of the Airways Operations branch, effective May 2, Regional Administrator Walter P. Flett announced this month. Mr. Whittaker has been acting in this position for several months.

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# MUKLUK TELEGRAPH

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## Pilot Always "On the Beam" With New Radio Ranges

This is the third in a series of four articles on Very High Frequency radio and its significance in present and future civilian aviation.

WASHINGTON--Within the next two or three years, Very High Frequency radio will produce something of a revolution in aircraft navigation. The tiring present-day radio ranges, which guide fliers with a monotonous "dit dah" hour after hour, and are afflicted with static, soon will be obsolete. In their place, the new VHF omni-directional ranges will offer navigational information in visual form -- on a dial.

Omni-directional ranges, as the name implies, offer courses in any direction from or to the range. The ranges are equally useful on or off an airway. A cross-country flight can be "on the beam" at all times. And the pilot can fly the omni-directional range with merely an occasional glance at the instrument panel. There will be no need to wear earphones continuously, absorbing painful bursts of static along with the tiresome range signals. But the pilot may listen to the omni-directional range if he wishes. Each range will transmit continuous identification calls in Morse code. The identification will disappear from time to time so that voice weather reports and special instructions and warnings can be issued from the ground airway stations.

One weakness of present-day low-frequency ranges is the possibility of confusing the quadrants. For example, pilots have been in the northern "A" quadrant of a range when they believed they were in the southern "A" quadrant. A complicated pattern of flying is necessary to identify the quadrant beyond doubt. This source of error is eliminated in VHF ranges. A pilot never will be in doubt about his location in relation to a VHF range. As in flying any radio range, wind correction is automatic because the heading necessary to stay on the beam makes proper allowance for drift.

The equipment in the airplane for flying VHF omni-directional ranges includes two dials on the instrument panel. One dial has a series of changeable numbers in the center, like the mileage part of an automobile speedometer. The numbers range from 0 to 360, corresponding to the degrees of a circle. Below these numbers is a needle which points to one of two words, "To" or "From." If the needle points toward "To," for example, and the number 50 appears above it, the direction from the airplane to the station is 50 degrees.

The second dial, called the "cross-pointer indicator," has two crossed needles, one vertical and the other horizontal. It is the same instrument used in flying.

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The following communicator assignments recently have been made:

#### NEW ASSIGNMENTS

N.L. Lambas	Kodiak
Harry Robinson	Yakataga
C.M. Baker	Aniak
J.A. Call	Sheep Mt.
J.M. Clark, Jr.	Summit
O.W. Creasman	Kodiak
R.L. Cress	Kodiak
W. Cretan	Yakutat
A.C. Emmett, Jr.	Yakutat
R. Gamberg	Nenana
K. Gilbreath	Point Barrow
J.C. Gustitus	Point Barrow
A.S. High	Cordova
W.M. Hill	Cordova
N. Johnston, Jr.	Sheep Mt.
A. Klapach	Umiat
C.W. Miliken	Aniak
E.J. Oldham	Port Heiden
R.D. Payne	Tanana
H.L. Powers	Summit
L.P. Rademacher	Northway
P.E. Rowe, Jr.	Gustavus
R.K. Salee	Fairbanks
J.P. Sharer	Fairbanks
W.J. Shells	Yakutat
L.P. Skitzki	Nome
R.A. Stallcup	McGrath
R. Sweigart, Jr.	Anchorage
R.E. Suits	Anchorage
D.W. Walstrom	Anchorage
L.G. White	Unalakleet
T.J. Morris	Juneau
R.R. Claytor	Kodiak
T.E. Hass	Kodiak
Billy Nash	Anchorage
R.G. Merren	Anchorage
Robert Ciari	Juneau
William Baron	Yakutat
Robert G. Weil	Anchorage
Steve A. Savas	Anchorage
Jack H. Burks	Anchorage
Thaddeus Kuczynski	Big Delta
Goodwin Glassman	Cordova
Thomas O'Donnell	Fairbanks
Gordon Kelley	Farewell
Carl Sandstrom	Iliamna
Albert Guthrie	Kotzebue
Herbert Long	Minchuminä
Roderick MacLennan	Moses Point
Carl Bartel	Naknek
Fred Jamison	Point Barrow

## ROUTE TRAFFIC CONTROLLERS NOW CERTIFICATED HERE

A total of 13 air route traffic controllers in the Eighth region have now been certificated in accordance with present International Civil Aviation Organization (ICAO) regulations which require certification of ARTC personnel similar to that required for aircraft communicators and airport traffic controllers in order to establish a general standard of operation.

There are two types of certificates issued. One is a "Basic Route Traffic Controller Certificate" which covers general procedure and requires a written examination. The other is an "Area Rating" which is issued to a controller after a certain amount of experience in a specific locality.

All assistant controllers will be required to obtain these certificates before being promoted to regular air route traffic controllers in the future. This certification program was begun in CAA last November and all controllers in the Eighth region, and several assistant controllers, now hold the certificates.

First kid: "See you gotta new baby at your house. Whereja get him?"

Second kid: "Dr. Romig brought him."

First kid: "We take from him too."

Kenneth Williams	Sheep Mt.
Fred Dingley	Skwentna
Pink Smith, Jr.	Fairbanks
David Stanton	Fairbanks

#### RE-ASSIGNMENTS

Hilton Watkins	Anchorage
Edwin Finch	Nenana
Tilliam Youppi	Anchorage
Carl Rhoads	Anchorage
B.R. Evans	Anchorage
J.A. Zelinka	Anchorage
John Kaiser	Iliamna

NINE KOTZEBUE PILOTS  
PRAISE CAA PERSONNEL

CAA personnel at Kotzebue were highly praised for their work during the past two years in a recent letter from James P. Whaley, Kotzebue station manager of Wien Alaska Airlines, to Regional Administrator Walter P. Flett, which also was signed by eight other pilots including A.R. "Archie" Ferguson and Sig Wien, famed Alaskan fliers.

Following is the text of the letter: "For the past two years the cooperation received by this company from the CAA staff at Kotzebue, Alaska, has been a source of great satisfaction to me. As a pilot, I have especially enjoyed the help of the radio operators, and as station manager, I have found that the maintenance crew has been equally eager to do everything possible to aid us in the none too easy job of keeping our planes in the air whenever it is at all feasible. I can also honestly speak for the other 17 or more pilots of Wien Alaska Airlines, Inc.

"Kotzebue, as you may know, is entirely dependent on air travel as the only means of transportation with the outside villages or towns other than of course the dog teams during the winter months. We have a very long season of unusually severe weather to combat and our landing fields even at best are very inadequate. This accounts in part for our great appreciation of the extra services rendered by CAA personnel.

"The operators, Mr. and Mrs. O. Robbins, Mr. E. Ward and Mr. K. Carl, without exception, take a personal interest in every flight made from this station, giving weather reports, field conditions, forecasts and many other services that are far beyond those which are required by them or offered by other stations. So many pilots have voiced their appreciation to me for these services that I feel it an obligation to pass along the appreciation in the form of a letter."

THIS WILL BE YOUR  
FAVORITE CHAIN LETTER

Dear Friend,

This chain letter was started in Reno in hopes of bringing happiness to tired business and professional people.

Unlike most chain letters this one does not cost money. Simply send a copy of this letter to five male friends, placing your name at the bottom of the list, then bundle up your wife and send her to the fellow at the top of the list.

When your name comes to the top of the list, you will receive 16,179 women.

Have faith. Do not break this chain!  
One man broke it and got his own wife back!!

— Sincerely, A. Friend

"There are no ulterior motives and I have no wish to merely "throw bouquets." It is only hoped that some recognition can be given for a job well performed. Attached is a list of signatures of pilots who either are based at or frequently operate out of Kotzebue and feel as I do in this matter."

Those who signed the letter in addition to Mr. Whaley were: A.R. Ferguson, John M. Cross, Thomas Richards, Frank A. Stinton, A. Burnham Story, Sig Wien, D.T. Crossland and Sam Shafsky. All are pilots for Wien Alaska Airlines, of which Sig Wien is president and manager, except Shafsky who flies for the Rotman Stores at Kotzebue and Ferguson who operates his own flying service.

The maintenance men referred to in Mr. Whaley's letter are Joseph L. Gerth, MTIC, and Karl Nielsen, mechanic.

In transmitting copies of Mr. Whaley's letter to those concerned Mr. Plett said, "Your performance of duty is a credit to yourself and your station in particular, and indirectly reflects well on the CAA in general."

## THOUSANDS OF WALRUSES SEEN BY CAA GROUP

CAA passengers aboard NC-14 were treated to an unusual sight on a flight from Port Heiden to Naknek Friday, May 7, when they saw a herd of several thousand walruses sunning themselves on drifting ice floes in Bristol Bay.

The plane, piloted by Jack Jefford, was about 40 miles out at sea off the coast of Ugashik when the walruses were spotted. Jefford had earlier contacted the cutter "Bittersweet," which had come to the rescue of the barge "Tootsie" caught in an ice jam in the bay, and asked if he could give any aid. The cutter requested Jefford to fly a way out to sea in the direction the two ships were headed to report on ice conditions.

The thousands of walruses were lying around on the ice cakes, warming themselves in the sun and drifting with the current. There were as many as 40 or 50 on some of the larger floes and just two or three on others.

"I have never seen anything like that in my 11 years of flying in Alaska," Jefford said. It is his understanding the walruses just stick to the drifting ice and float around the bay. The plane flew low enough so the walruses' tusks could be seen and several pictures of the rare spectacle were taken.

Passengers in the plane were Regional Administrator Walter P. Plett, Executive Officer Henry L. Newman and Mr. and Mrs. Allen Bover, cooks at Port Heiden. John Freeland was co-pilot.

He (at movies): "Can you see all right?"

She: "Yes."

He: "Is there a draft on you?"

She: "No."

He: "Seat comfortable?"

She: "Yes."

He: "Wind changing places?"

## MAGAZINES AND BOOKS WANTED FOR FIELD

Anchorage personnel were reminded once again this month to save their used magazines and books for distribution to field stations by Robert T. Williams, personnel officer, who said the MTIC's in town for radio school assured him field employees are very appreciative of the reading material and are anxious to have more.

At the same time, R.D. Jackson, chief of the Air Transportation section, asked field stations to send him a brief note letting him know if they want reading material. Some stations have an adequate supply through subscriptions and local sources while others depend almost entirely on the magazines and books sent to them by Anchorage people. He asks stations also to designate what types of magazines they prefer so he can prepare an accurate distribution list in regards to both quantity and type. Stations can address their magazine requests directly to Mr. Jackson, Ref. 8-212.

Personnel who work in the Federal building are asked to leave their magazines and books in the Mail and Files room, where the Merrill Field messenger will pick them up and take them to Mr. Jackson's office. Those who work at Merrill Field can take them directly to the Air Transportation section. If a constant supply is available, Mr. Jackson can put magazines aboard CAA planes going to field stations whenever the loads permit.

## PLANS VACATION

Marjorie Chamberlin, administrative assistant to the chief of the Communications Maintenance division, will leave for a vacation outside May 22 or shortly after. Marjorie plans to visit her home in Humboldt, Iowa, and will be gone until the end of June. This is her first trip to the States in almost two and a half years. She will have been with the Eighth region five years this fall.

## CAA INFORMATION TO BE RELEASED THROUGH STONE

Release of all CAA information and publicity to the local press and radio is now to be made from the office of Virgil D. Stone, assistant to the regional administrator for Personal Flying Development, in accordance with instructions from Regional Administrator Walter P. Plett issued in April.

Local newspapers and radio stations have been instructed to contact Mr. Stone for any official information regarding CAA. Mr. Stone's office will be responsible for obtaining the information from the correct sources and releasing it in written form to the agencies requesting it. Information originating in any division of CAA is to be cleared through Mr. Stone's office before being released to the public.

Mr. Stone also has been designated to supervise the *KUUKUK TELEGRAPH* and to edit it before publication for controversial or policy matters. This was formerly done by Allen D. Hulen, assistant regional administrator.

## MEMO GETS AROUND

The April 1st memo from Regional Administrator Walter P. Plett regarding the increase in price of Anchorage haircuts from \$1.50 to \$2 had wide distribution. Not only was it quoted in the local papers and by the Seattle press, but appeared in the *Washington (D.C.) Post*, from which it was picked up by the *Office of Aviation Information Digest*:

It was in a column in the *Post* written by a Jerry Kluttz who prefaced his quotes from the memo with "here's a wonderful story on the subject of the cost of living."

Why take life seriously? You'll never get out of it alive anyway.

## PHOTO CONTEST

(Continued from page 1)

maximum of four prints in each of the two black and white classifications and four in the color transparency division. In other words, a person may enter a total of 12 pictures, but no more than four in each classification. Entries are acceptable any time from now until November 1.

In explaining the classifications Mr. Smith said the Snapshot Class will include all unmounted black and white prints 5 by 7 inches and all prints smaller than that. Contact prints will be included in this division. The Salon Class will include mounted black and white photos 5 by 7, and all mounted or unmounted prints larger than 5 by 7. There are no restrictions on the measurements of entries in this class other than that. Transparencies only are eligible in the Color Class, although they may be any size.

The contest committee will arrange for a public showing of the entries November 15 and will ask those viewing the pictures to do the judging. Each entry will be given a number, and each spectator will be asked to list the number of the picture he thinks best in each division on a form which will be prepared for this purpose. The entry in each division with the most votes will be judged first, the one with the second most second and so on down through the five honorable mentions. It is planned to award prize ribbons for the honorable mention winners in addition to the cash prizes for the six top entries.

Although the public did not vote at the exhibition of entries in the Civair 8 Club's first photo contest last fall, there was a large attendance and a good deal of interest was shown in the work of amateur CAA photographers. Pictures that were submitted in last year's contest are eligible to be entered in this one, Mr. Smith said. Any questions regarding the contest and its rules may be addressed to Walt Smith.

PRESIDENT OF NWA  
LAUDS CAA EMPLOYEES

Additional praise for services rendered by CAA personnel of the Eighth region in connection with the crash of a Northwest Airlines' plane on Mt. Sanford the night of March 12 was recently given by Croil Hunter, president of Northwest Airlines, in a letter to F.B. Lee, acting administrator of CAA.

Mr. Lee forwarded a copy of Mr. Hunter's letter to Regional Administrator Walter P. Plett along with a commendation of his own. Mr. Hunter's letter follows:

"Dear Mr. Lee,

I wish to express our appreciation for the complete cooperation the CAA Eighth region personnel gave Northwest Airlines in the search and investigation resulting from our recent accident on Mt. Sanford, Alaska.

"A fortunate fact that the CAA weather observer in Gulkana saw the fire on the mountain, and with great presence of mind plotted the exact location, saved us all from the additional tragedy of entertaining false hopes for the recovery of a missing airplane.

"All members of the Eighth region gave our personnel every assistance possible. It is gratifying to know that the CAA has personnel with the capabilities demonstrated in this instance in the Alaskan area.

Sincerely yours,  
Croil Hunter"

In his forwarding letter, Mr. Lee said, "It is extremely gratifying to receive such a commendation, and I wish to join Mr. Hunter in praising the performance of those concerned."

Mr. Plett, in commenting on these letters, said, "In addition to the valuable contributions made by individual employees it was also gratifying to me

ICAO PROCEDURES NOW  
USED THROUGHOUT REGION

The Eighth region became the first one in all of CAA to adopt International Civil Aviation Organization procedures for all of its operations, both domestic and overseas, then it changed over its domestic operations to correspond with ICAO regulations May 1.

In other regions ICAO procedures are used only for overseas operations. The Eighth region first adopted ICAO procedures for the Anchorage-Everett overseas circuit 300T April 15. On April 22 ICAO methods also were put into use on circuit 316, the overseas circuit from Everett to Juneau which also includes Annette Island and the Canadian stations of Port Hardy and Comox.

With these change-overs operating satisfactorily, ICAO procedures were put into operation on all of the region's domestic circuits May 1 and now the entire region is operating according to one basic procedure. As a result of discontinuance of a separate domestic procedure, the domestic radio call letters KODI of the Anchorage station will no longer be used and the station's international radio call of KIS will be used in all cases.

Other primary changes include changes in the classification of messages, use of the three-letter location identifiers instead of the radio calls in the addresses of messages and changes in the form of messages.

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"Mamma, what becomes of a car when it gets too old to run?"

"Somebody sells it to your father."

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to observe the spirit of the efficient team work which marked our part of the operations. All of our personnel who assisted in those activities are sincerely commended for a job well done."

## The SOC Sounds Off

"Iggy," purred the Senior Overseas Communicator, "it begins to look like you'll have to come in on your day off this week. The Bull of the Woods just added another layer to the stack of spring resignations on his desk and we gotta keep the \$?\*-!#" rat race rolling until the new crop of trainees gets here from OKC."

"'ll, whaddy expect?" the Victim of Circumstances butted in. "It costs money to live nowadays, and they pay peanuts. Man's a chump to stay in the civil service. Why you can go over to BJL and get better wages driving a truck -- and don't have to take the guff you are always getting around here. You'd think the Civil Service would get wise to itself and start paying some decent wages."

"That'll be enough outa you," roared the SOC, his handsome bottle-scarred puss turning a becoming royal purple. "Since you have been in this outfit you have had two flat pay raises, have got time and a half for overtime, ten percent night differential and double time for holidays.

"In addition to that, there is a bill in the Senate right now which if passed will give you a \$600 pay raise, with three more in grade steps -- if you can get the lead out of your flat feet and earn a good efficiency rating for a change!

"I suppose you think the Congressmen give us that much of the taxpayers dough out of the goodness of their hearts, spontaneous like, huh? Not by a jugful, my boy! The honorable solons kick in in response to the collective work of a big group of civil servants who have wanted to do something for themselves enough to organize and go about it intelligently.

"Meantime, where were you? Down at the 'Isst Chance' slopping it up and bellyaching about the pay and working conditions in the service. It's a shame the benefits of organized lobbying can't be limited to the people who do the work and spend the money to get it done. But no one objects to your riding along, so long as you don't drag your feet. I happen to know that you have never written your Congressman or attended a union meeting in your life--and you're blocking my grids, so pipe down or I'll put you on manual volume control!"

And with a scream of mortal anguish, the SOC uncoiled a rope ladder from around his waist and disappeared down the pneumatic tube in search of somebody, anybody, to work the R0 circuit for a couple of hours.



"KEEP CIRCLING -- HE'S GOTTA COME UP SOMETIME!"

-- "Flying"



# UNCLE MIKE'S WAILING WALL



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

From E.Q., Anchorage Station  
Dear Unk:

I am an aircraft communicator with almost two years at the station. During this period I have taken two days of annual leave, not as a vacation but due to an addition in the family. I do not expect a vacation for awhile as conditions over the past two years here have been such that nobody gets annual leave until he has accumulated a three-year backlog and is in danger of losing some. I have more or less willingly worked a 56-hour week for months on end, during recurrent periods of acute personnel shortage.

Now, during the past three weeks, nine resignations have been submitted and accepted, and more are expected from day to day. Since we have all been working 48 and 56 hour weeks, without any annual leave, it can be seen that we have no surplus, or "extra board", from which to replace these communicators and the threat of a straight 56-hour week for all of us looms imminently. When this comes to pass, there will be more resignations, and an unhealthy situation will result.

While no one has inquired as to how I feel about this matter, I am so doggone discouraged and disgusted that I have to get it off my chest.

The first thing wrong with it is that it's so unfair. The guys who resign are

well enough off, as they can forget our problem and go their way. The guys who are responsible, and get paid for planning and procuring personnel and equipment and procedures are not bothered too much because they go home every Friday evening and come back to work the next Monday morning (unless there happens to be a holiday, in which case they come back on Tuesday).

So it finally turns out that the only one who really gets stuck, through no fault of his own, is the faithful employee who stays on in the operating grades, giving up his one measly day off a week in exchange for an overtime rate which is an insult.

Back on the farm a good farmer would not think of working his mules seven days a week. The God we worship ordained a Sabbath in which a man can rest and divert himself from his routine work. A worker's efficiency drops off seriously on a seven-day week, no matter how conscientious he may be. Who gains anything by having the best and steadiest employees treated to something which an honest man would not deal out to his mule? A communicator even gets less pay on his day of overtime than on a regular working day.

Now Unk, I need my day off. I want to stay in the service and avoid wasting the two years already invested in it, but what can I do? There must be a reasonable answer. Somewhere, up in the bureaucratic reaches of our empire, some one is laying down on his job, and my buddies and I are paying for it. --E.Q.

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Uncle Mike will pray that the above-mentioned unsuccessful bureaucrat will see the error of his ways and leave room in the service for a better man. E.Q.'s card has been punched twice.--UNCLE MIKE

## RETIREMENT ANNUITIES

### INCREASED FOR MOST

Among the changes to the Civil Service Retirement Act caused by the new retirement bill which became effective April 1 are provisions increasing the amount of retirement annuities for most civil service employees. The method of computing annuities also has been modified into one basic formula.

Also employees will soon be issued individual Retirement Certificates which will serve as an official personal record that they are contributors to the Retirement Fund, somewhat similar to an insurance policy. The certificates will contain explanations to the employees about the Retirement Fund, how it affects them as individuals, how deductions are made, how annuities are computed and other basic retirement information. These certificates have been mailed from Washington and should be here next month for distribution.

Other amendments include the abolishment of the \$1 a month "lopline," or bookkeeping charge to employees, addition of a provision for annuity payments to widows where employees die in the service and extension of the period in which employees may withdraw their deposits in the retirement fund upon resignation from ten to 20 years.

Until a year ago civil service employees could not withdraw their contributions to the retirement fund upon leaving the service if they had been employed for five years or longer, but had to leave their money in the retirement fund and await an annuity at retirement age. The Jones Act which became effective the past July increased this period to ten years. These refunds are returned with interest.

Effective with the first pay period after July 1, 1948, deductions from employees' salaries for the retirement fund will be increased from five percent

## FLIGHT INSPECTION

### SKWENTNA OIL HAUL ON AGAIN

The annual Skwentna oil haul got underway the end of April with Jim Pfeffer and Bill Clayton donning their Saturday morning clothes, with just a drop of Diesel No. 5 behind each ear. During the first flights across the majestic Susitna Valley the moose were greatly alarmed by the thunderous roar of KC-62, especially when both engines were running at once.

By the time Trip 20 rolled around the wild life had abandoned all fears, several young moose even waved as the ship swept overhead. Incidentally, the airway to Skwentna has been redesignated Brindle 1 -- so named because of the coffee-stained Dixie cups and old lunches dropped along the route. Charles "Papa" Wayer has replaced 62's crew on this enviable assignment.

Jim Hurst, also known as Dorian Gray, rode the cushions to Minneapolis yesterday at the CAB hearing into Northwest Airlines' crash on Mt. Sanford. Mr. Hurst enjoyed good dollar meals and a 75¢ haircut in Minneapolis, but is willing to forego these pleasantries to anyone volunteering to attend future hearings.

Bill Hanson has been engaged for the past two months in spotting potential emergency landing areas for wheeled aircraft between Juneau and Gustavus. Actually, he is operating commutators' service between the two points with a Norseman on casters, primarily for the benefit of the IIS construction crew at Gustavus.

to six percent to help finance these more liberal retirement provisions.

Information concerning other changes made by the new bill and further details on the ones mentioned above may be obtained from the regional personnel officer.

Current and comprehensive aeronautical charts for the territory have been sent to all field stations in the region following the recent receipt of the Coast and Geodetic Survey's new World Aeronautical charts, Flight charts and World Planning charts for Alaska.

Until publication of these new charts the only aeronautical charts available for Alaska were those published by the Army Air Force. The Coast and Geodetic Survey has only recently included Alaska in this particular series of charts. They were received in the Regional Office the first of this month and a set of each of them was sent immediately to each of the field stations.

These charts will be revised regularly to keep them current. Fred Mayer, Central Monitor Office chief, advises field stations that they can be sure their charts are current by checking the U.S. Airman's Guide, which always publishes a list of the dates of the current ones.

Mr. Mayer said it is understood the Coast and Geodetic Survey also is planning to publish Radio Facility Charts for Alaska to cover every radio range in the territory. These charts will be colored, in loose-leaf form and will include complete radio facility information, such as range quadrants, airways, instrument approach procedures and also terrain and topography. When published, these Radio Facility charts will take the place of the present Alaska Flight Information Manual.

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Then there's the man who walked into a bar optimistically, and walked out misty optically.

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Drunk, after bumping into the same tree three times: "Losht...losht...in an impenetrable foresht."

Recruitment of Alaskan communicators at the Oklahoma City training center has taken a decided upswing during the past three months with a present average of 30 men being recruited every four weeks.

Officials at the center have indicated to the Eighth region that the recent country-wide tour of Romayne and Norman Potosky had considerable to do with the stepped-up recruitment.

While the region is still not anywhere near its authorized complement for aircraft communicators, the present recruitment rate is somewhat more than double that of last year at this time. The region has an authorized complement of 539 communicators and there are now about 430 on duty.

A class of 30 recruits was begun at the center March 8, another class of 30 on April 5 and another on May 3.

## D. MEREDITH OUTSIDE

Dorothy Meredith, secretary of the Engineering division of Plant and Structures and prominent CAA bowler and softball player, left Anchorage May 15 on annual leave for an air trip to the States.

Dorothy flew first to Los Angeles where she will spend several weeks before flying to Kansas to see her family. She plans to visit Omaha and Vancouver Wash., before returning to Alaska on the S.S. Baranof. She will start back June 19 and expects to arrive here the 26th. This is her first trip Outside since her arrival in the Eighth region two years ago.

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The modern wallflower is the girl who dances all the time.

# ANCHORAGE ASTERISKS

The new mayor and city council members have faced the perennial problems of this growing town -- inadequate water supply, telephone, sewer and electric systems, dust and paving requirements and needed school facilities. During this first month of office there appears to have been a realistic approach, and some action. Water supply and some paving will be worked on this summer.

However, there seems to be some confusion about electric and telephone service as yet. Bond issues were voted for many utilities but legality questions and revised cost estimates seem to have prevented much action. Of interest may be that the city has refused electric service to residents outside of town for some time, but with the formation of a REA district and a potential supply to out-of-town customers, the city suddenly becomes aware of the profitable market "outside" and now proposes to extend service where required.

On the economic side -- money to you and me -- are several developments. Far away and still pending is the bill to raise Gov't. employees, perhaps \$468 per year, until June 31, 1949, to help with the 100% raise in cost-of-living, maybe. Concrete is the income tax reduction which you CAA'ers will see reflected in your checks for the pay period ending May 15, also the cessation of the 1% Vets sales tax imposed on us Alaskans. The stop order is for June 30.

Counteracting is the 1% increase in retirement civil service deductions for Gov't. workers, and the ever-increasing cost of drinking whiskey.

A battle developed here this month. Seemed residents, outside of Anchorage resented the claim that they were liable for the city tax of \$20 per passenger car for using city streets. After considerable fumbling, the council decided it was an "unpopular" tax and backed

down. This did not prevent CAA'er Nayer, a resident of the city, from procrastinating too long, and he was hooked for no license plate.

Of interest to all Alaskans should be the action of the ARR in reducing rail rates to the extent of 10 to 24% on many articles in common use. It seems that Colonel Johnson is more interested in providing service to Alaskans than personal aggrandizement, or that of the ARR. Along with that, and with the repercussions yet to be seen, is that in view of the reduced freight rates, the barge company that proposed to build a barge dock here has abandoned plans, since the reduced rates nullify any saving over the delivery of products direct to ANC. What if the ARR abandons its cut-rate rail-haul rates?

Let's have a plug for our Alaskan airlines. This ASA outfit does get around. During the month an ASA DC-4 left Seattle for Tokyo, from there to Hong Kong and ever westward to Rome, where it picked up a cargo for Venezuela. From there it went to NYC and thence to Seattle. This month the aircraft has a charter to take 40 Alaskan Elks to Honolulu.

We should not close without mention of the new Anchorage daily rag. It's the "News" and concurrent with its appearance it folded the Sunday issue of colored funnies. At first glance, it seems like a fine public agent.

You people who are acquainted with Bob Reeves may be glad to know he has been certificated to fly the Aleutians, by no less than the CAB.

That place was mentioned in the paper again: "One modern building in San'a, capitol of Yemen, is a radio tower, a gift with its station of the U.S." Where is that country?

(Continued on next page)

C. Q.

## EIGHTH REGION OFFICIALS PREPARE FOR ICAO MEET

KL7CI-George Sargent of ORT is in ANC for teletype school, operating portable with 5 watts of 75 meter fone and a two-tube super blooper.

KL7CX-Carl Hoffman will shortly be at SMU. Watch your receiver input circuits when he gets his powerful little six watts poured into that unused TLC antenna up there.

KL7JS-Frank Killian, UNK, and KL7JT-Al Letcher, BTT, are on 75 meter fone almost nightly with good signals.

KL7NG-Charley Wayer (NC-5) has an assistant operator at his home now. But give the new feller a couple weeks to get his code speed up. He was born May 2nd.

KL7IS-Dick Collins, SHG, has one of those British Model 19 Mark II tank sets on 40 CW. It has a one dial frequency control for both the transmitter and receiver so look for him on your own frequency after you call him.

I got myself a call book and expect to list in this column all the CAA hams in the Eighth region. But I find many listings with wrong QTH's. So if you want to be sure your call and address are correct when we get the list out, or if you aren't listed in the call book, please drop me a line at Box 495, ANC.

73's es BCNU  
-- ROY DOMING

A woman flees from temptation, but a man crawls away from it in the cheerful hope that it may overtake him.

### ANCHORAGE ASTERISKS (Con't.)

A dastardly rumor has been heard. It seems to be claimed that Alaskan chickens scratch themselves to death awaiting darkness here. Questioned was whether this trait could be bred out in four or five generations.

Two representatives of the Airways Operations branch left May 12 for Washington, D.C., to help prepare CAA's part of the recommendations and agenda for the first North Pacific International Civil Aviation Organisation conference to be held in Seattle July 13. They are Earl Hickok, acting chief of the Communications Operations division, and Carl Bassler, chief of the Fixed Aeronautical Communications section.

Representatives of the Seventh, Eighth and Ninth regions will cooperate in this preliminary work in Washington which is expected to take about two weeks. Mr. Bassler will return after two weeks and Mr. Hickok may stay longer if necessary.

R.J. Petite, chief of the Air Traffic Control division, will leave for Seattle about May 24th for a similar preliminary conference with other ATC representatives from the Sixth and Seventh regions and from Vancouver, B.C. Mr. Petite, or another ATC representative, also may go to Washington for further preparatory work before the main ICAO conference in Seattle in July. This conference will deal mainly with communication procedures and other details concerning the world routes from Alaska and the northwest states to the Orient.

## TELETYPE SCHOOL

Two men from the field and two from Anchorage are attending Class 11 of the Teletype School which began May 4. They are George H. Sargent, MTIC at Northway, John G. Linthicum of Fairbanks, R.M. Robey of Anchorage and William D. Whitworth of Anchorage.

"Sometimes I wish I'd gone to college."  
"What stopped you?"  
"High school."

# MERRILL TOWER

## HONORS ATC BROTHER

Our last contribution to this sheet was undoubtedly lost or rerouted, hence the MUKLUK went to press "Sans" Tower Titters....

This effort to inform those who are interested (namely relatives) of what goes on in the little stilted sanctuary at Merrill Field is, after a fashion, "folly" (in keeping with the style of the journal). It is offered at its worth -- (we lisp).

We sit some 50 feet above Merrill Field with our heads in the clouds and watch the rest of the world roll by (cynics say we dream). Current topic of discussion is the probable date of return of Miss Vivian Lerner who at present is enroute to the territory from an extended tour of the Old World. Once again from her perch she can look the "field" over.

Those who will join Vivian gazing into space are Jack Hicks, Frances Brown, Jack Fielding, David Simpson and William Hester. Bill Hester will soon be migrating to Naknek for an indefinite period. He leaves with the blessings of all concerned and with best wishes for a pleasant stay in Alaska's Southwest.

Frances Brown, though she frequently mentions it, will not show us her operation. Dave's contribution is flying when landings and takeoffs are needed on our activity log (to justify our salary).

Messrs. Hicks and Fielding are here through the courtesy of ATC and rumor has it that they will remain for the summer session. Our flying public, Jim Pfeffer, reports he has made so many trips to Skwentna that now the moose are waving at him.

Policy dictates at this point that we honor "our brothers" in confusion, the men and women of Airway Traffic Control.

## FORMER CAA'ER WORKS FOR BOGOTA CONFERENCE

Word has been received by Alberta Bigelow, secretary of the Central Monitor Office, that Lillian White, former Anchorage station communicator, was in Bogota, Colombia, during the recent international conference there and was employed by the Colombian government as a radio operator handling conference traffic.

Not only did she handle the very important conference messages, but she did it all in Spanish, a language which she had learned only a few months earlier in a school in California. Miss White plans to return to the States, although the Colombian government has asked her to stay there and work permanently and has assured her a job will always be available for her if she cares to return. She went to Bogota early this winter to visit a sister who lives there.

In her letter to Alberta, Miss White also mentioned the revolution that took place in that South American country during the conference. She said she saw bullets whizzing and whistling down the streets many times and that conference employees obeyed the curfew strictly as it was very dangerous to go out on the streets at night.

Miss White was an overseas communicator at Anchorage for about a year, having transferred here from Hawaii. She left Alaska in September of 1947.

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This week's choice for that singular award is Mr. Herbert Stanley, whose heroic efforts above and beyond the call of duty, while flying his half of Cruiser 7524HOW, led to the finding of two lost pilots in the Beluga Lake country. Acting on this information, Tenth Rescue was able to take the survivors out by helicopter in short order. Orchids to you, Herbie!

# HAINES

## MARTY'S ASHES CONFUSE WEATHER BUREAU

"Hank" Schombel, who puts in his time doing something or the other at Bethel, burned up some annual leave visiting his parents in Haines a couple of weeks ago. Up until then, I had been taking those stories about Hank and Hemo with a grain of milk. But the first thing he did after climbing out of the plane was grab his truck and tear down to the hardware store and purchase the entire local supply of Hemo. (Due to the high iron content of Hemo, they always keep it in the hardware store.)

On viewing Hank's purple neon bow tie the local best dressed man immediately grabbed his Esquire and made a quick check to see if the tie was listed as part of the "Bold Look." An interview with the Bethel Beau Brummel revealed that the tie operated from a 1.5 volt dry-cell battery and all this Hemo Hank has been stashing away is merely for the purpose of keeping his battery charged.

Midwatch Marty, our communicating demon on matters meteorological, thought he had this weather business in the bag and was starting to refer to the Weather Bureau's Mr. Reichelderfer as "Al." Then one fine morning while transmitting his weather in the sequence, some hot ashes fell from his cigarette onto the tape going through the keying head, burning a few extra holes, and changed the weather from Clear to Overcast with Occasional Snow Flurries.

The Weather Bureau eagles in Juneau promptly wanted to know why he hadn't ground out a special weather report. Mr. Cordes is now busy constructing an ash-proof hood for the keying head, seeing as it never occurred to him to stop smoking while sending his weather.

Have you seen it yet?!!

Yes, we're referring to the latest publications received from the Regional Office -- Circular 88-75-32 and Doc 4478 Com/501. Not very impressive titles, are they? But you'll be impressed with

their contents. Book reviewers are enthusiastic in their comments.

Every operator should have a copy! Don't delay, get yours today. Try it on for size!

Here are a few of the refreshing comments from early reviewers:

"This is it, men!" -- PERSHING

"We've had it--in six different languages." -- HAYDEN

"It shudden hepp'n'ing to a dog." -- OMAR and CONFUSCIOUS

"It makes chaos out of chaos."--SHUTE

"An excellent example of a complete confusion, indubitably reiterating the proof that man can irrefutably complicate a complex communication system and utterly confound his comrades if he'll only concentrate his efforts in that direction." -- WHITEY MACHIN

"Snafu." -- HARPER'S BAZAAR

"It's all very clear to us." -- REGIONAL OFFICE INSPECTORS.

"Achi Der new secret veapon." -- ADOLPH HITLER.

"If this remains, I shall not return." -- MacARTHUR

During the recent inspection of the Haines station, Mr. Sanford Peterson and Mr. "Blackie" Bonnett stopped into the Shute/Hayden quarters for a shot of coffee and to view some color slides. Included in the collection of slides were two black and white jobs that Mr. Shute had made while station personnel were working on the station Christmas cards. One of these showed the top halves of Mrs. Hayden, Mrs. Knudsen and Mrs. Cordes, from the knees up. The other one was the same three tomatoes from the knees down. The slide showing the top-sides was viewed first, then the knee-down job followed.

As this barrage of nylon stems flashed into view, Mr. Peterson was heard to remark: "Carl, you've got that in backwards. Mrs. Cordes was on the left."

-- CARL SHUTE

Inasmuch as the CAA gives employees 26 days leave per year, Cordes and Shute, two of the inmates of Haines, feel that it is no more than right that CAA employees who take weather observations should have a vacation from the Weather Bureau quizzes. Accordingly they have prepared the following quiz. Whether the Weather Bureau will accept same is a moot question.

Anyone interested in obtaining the answers, simply tear the tops off the nearest Weather Bureau inspectors (open season, no limit) and mail them along with \$500 to cover cost of packaging and mailing and income tax, to the Haines Hermit.

## U.S. DEPARTMENT OF COMA WEATHER BURRO

### TRAINING PROGRAM

1948 SPRING QUIZ

**INSTRUCTIONS:** Try to write answers on a piece of paper, or the seat of the CLMO's pants. If your station has no CLMO, deduct 20% from your 1932 Income Tax. Confine answers to words of four letters or less. You may use any books, papers, notes, drugs or stimulants available. Do not mark on this sheet or the walls of the head.

1. An observer notes three-tenths high broken Cirrus moving rapidly towards the horizon. An alcohol fog obscures his vision and he notes that his dew point is the same as his wife's age for the past six years. He enters the wind velocity in Column 14 as:

- |                     |                     |
|---------------------|---------------------|
| A. 20 MPH           | D. 7 1/2 KPH STU AC |
| B. Windy, isn't it? | E. 2V               |
| C. Swish!           | F. PDW              |

2. The ceiling is very low but not quite touching the ground. To measure the height for a six hourly observation, the observer may use:

- |                          |                        |
|--------------------------|------------------------|
| A. A yardstick           | D. A big round balloon |
| B. A flashlight          | E. A periscope         |
| C. A small round balloon | F. A tall Boy Scout    |

3. During a heavy snowstorm the wind is blowing 45 MPH from the north with occasional gusts to 20 MPH from the southeast. To get a representative measure of the snowfall in the past six hours of the storm, the observer should:

- Use a tipping bucket rain gauge with the lid off.
- Hold the rain gauge horizontal into the wind for 30 minutes, then multiply by 12.
- Melt the snow in the anemometer cups and brew a cup of tea.
- Go for a tramp in the woods.

4. The wind is calm and visibility 70 on a dark night. The ceiling light gives a good spot at 4750 feet but a spherical ceiling balloon disappears at 5280 feet and a ceilometer reading computes the ceiling at 4825 feet. An aviator flying over the station reports the ceiling as 8233 feet. The observer should:

- Get a new pilot
- Call the MTIC
- See if he can spot the plane in the ceiling light.
- Lay off the strong stuff and go back to sleep.

5. On a dark night the observer starts to turn on the light in the cotton region instrument shelter and feels a bear's paw already on the light switch. The



observer should:

- A. Observe the temperatures and light a Chesterfield.
- B. Observe the bear's temperature and light out for the tall timber.
- C. Wet the wet bulb, dry his hands on his pants and turn the fan.
- D. Dry the dry bulb, wet his pants\* and fan the bear.
- E. Write to the Weather Bureau for further instructions.

7. An extreme low pressure centers over the station and causes the wind to blow towards the station from all directions. The observer should:

- A. Move the station to one side.
- B. Install a traffic signal over the flashing beacon.
- C. Count the burps when the MTIC returns from Joe's Bar and send the wind as breathtimated.
- D. Call the mechanics's wife.
- E. Stay inside out of the wind so he won't catch cold.

8. The weather is beautiful with just a few clouds on a nice spring day. The wind is just right so the observer is flying a kite. A Weather Bureau inspector suddenly steps out from under a wet rock and asks the observer what the Hell's he doing. A proper answer here would be:

- A. Flying a kite.
- B. Hi, Mac!
- C. Don't be stupid, winds aloft. Wanna feel?
- D. Trying to discover electricity before Ameche beats me to it.
- E. Nah, yer fadder's wot' bulb!

9. At night the visibility north, south and east is obscured by flying saucers, but west the observer can see the lights of Joe's Bar 15 miles away. The visibility should be reported as:

- A. 15
- B. 3.2%
- C. Schlitz
- D. Beerno
- E. Send WX FINO with remark: ✓ for a short beer.

10. During a heavy snow storm an observer sends up a balloon which starts to rise and becomes weighted with snow and starts back down. On nearing the ground the snow melts and the balloon again rises. This continues indefinitely. The observer should:

- A. Report the ceiling as variable.
- B. Wait till the balloon rises as high as it will go and then shoot it and measure the time it takes to fall.
- C. Watch the balloon until he misses the sequence.
- D. Turn on the ceiling light and hope the beam will melt a path for the balloon to ascend.
- E. Stick his nose out the door and say "No change."

11. While sending up ceiling balloons for targets, the observer shoots a hold in the control cable and the range goes off. The MTIC is using the spare range transmitter for a 10 meter ham rig so the observer should:

- A. Have some accident reports handy.
- B. Send out phoney weather reports so pilots will think the sky clear.
- C. Run to the nearest quarters building and turn on the Lang Range.
- D. Swap his rifle for a coat ticket.
- E. Key the sparks that will fly from the nearest cable splicer when he gets the good word.

\*With water, match.

# PERSONNEL OFFICER'S CORNER

## EMPLOYEES IN ALASKA MAY GET "PERMANENT" STATUS SOON

Some months ago, on this page, we discussed the several types of appointments held by personnel of the Eighth region. The majority of employees in Alaska are presently serving under "excepted" appointments (Schedule A-1-9). Although this type of appointment is of a permanent nature, it applies only to employment in Alaska. It carries with it no privilege for transfer to other positions in the federal service outside of Alaska.

During the past year the Regional Office has been attempting to complete arrangements with the Civil Service Commission so that all employees of this region will have the opportunity to acquire competitive (permanent) civil service status. Acquisition of competitive status will be advantageous to Schedule A-1-9 employees by removing an existing obstacle to inter-region transfers, and is of particular value to those who intend to make a career of their service with CAA. Persons serving under War Service appointments, of course, also will benefit through acquiring competitive status.

Negotiations with the Civil Service Commission are progressing favorably and present indications are that our general program to convert our appointments from an "excepted" to a "competitive" basis will eventually be accomplished. Tentative plans call for carrying out the program on a gradual basis, timed to coincide with the related examining program for CAA positions in the continental United States. As more exact details are developed, all personnel affected will be kept fully advised.

## CEMO IS MISSING A GOOD THING HERE

Although this bit of satire may never reach the printed page, it must be submitted to back up a small wager.

The writer has just read and signed in blood an official document crammed with statistics that was doubtlessly published in an effort to raise the over all efficiency of communications operations on Eighth region circuits; namely the "MONITORING ANALYSIS" for February, 1948. This lengthy tabulation of errors (any similarity to "A Comedy of Errors" is purely coincidental) is probably the result of many hours of mental and physical toil by several ambitious employees in the Regional Office and at designated field monitor stations. These stalwarts are to be commended for their ceaseless devotion to duty.

However, to approach the main point of this session, it seems feasible that some more drastic plan of action than that described and affected by Paragraph One of the subject report could be placed into effect to curtail violations of existing rules and regulations.

Therefore, it is suggested that instead of publishing a monthly "supplement" on which "communicators incurring chargeable reports will be listed by name" a rogues gallery in full color be



planned, replete with serial numbers and fingerprint classifications. This action would expose those culprits for their misdeeds and gross negligence to duty, thereby shaming them from all further participation in such crimes.

## WAYERS HAVE SON

CAA pilot Charles F. Wayer, Jr., and Kitty Wayer became the parents of a seven-pound 15-ounce baby boy Sunday, May 2 at 11:22 AM. He is the Wayers' first child and has been named Edward Dimmick. Mrs. Wayer will be remembered as having worked for CAA for some time, most recently as Burleigh Putnam's secretary in Safety Regulations. Mr. Wayer is with the Airways Flight Inspection staff.

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First Englishman: "Terribly sorry you buried your wife yesterday."

Second Englishman: "Had to. Dead, you know."

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Then too, as an added attraction, some sort of fund could be set aside to provide for liberal rewards for those regulation enforcement officials in all monitor stations throughout the region who through their alertness and diligence capture the greatest number of offenders each month. Perhaps a trophy could be presented annually to the grand prize winner.

The expense of such a venture would probably be exorbitant and would require some method of financing. In order to secure the necessary monies, a fine of two and one-half cents or so per irregularity report could be levied against each offender.

In order to protect the writer from plagiarism charges, the readers of this article (if any) are urged to call FUBar 4444 immediately if they have authentic information disclosing that the above plan is already in effect and is copy-writed by some other agency.

P.S. The above hallucination should be taken as prescribed by your family doctor, preferably with a grain of salt. Pardon please while I put the cork back in the bottle. -- J.G.



# SPORTS

## MERRILL FIELD SOFTBALL TEAM PERFORMS MAY 25

With five or six turnouts already behind them, CAA's Merrill Field softball team will be ready for its first city league game Tuesday, May 25, when it meets the Log Cabin team at 7 PM on the city softball diamonds.

While names of all the members of the team were not available at the time of writing, ten of the approximately 15 men on the team are: Herb Stanley, Jim Rogers, Sid Brown, Dick Brannon, Johnny Johnson, Howie Kosbau, R. J. Petite, Tommy Miller, Chuck Haverling and Virgil Dingman.

The Merrill Field boys have bought themselves about \$75 worth of finery for this season's play, consisting of fancy white sweatshirts with "CAA Merrill Field" lettered on them and matching baseball caps. They got the money through the Merrill Field coke fund.

Following is the schedule for Merrill Field during the first round of the city softball league:

- May 25 - Log Cabin
- 27 - Club Esquire
- June 1 - District Engineers
- 4 - CAA-ACS Federals
- 8 - Northwest Airlines
- 10 - Alaska Railroad
- 16 - Northern Consolidated Airlines
- 23 - Alaska Air Command

## RECORD NUMBER SIGN FOR GIRLS SOFTBALL

CAA girls softball in Anchorage got off to an enthusiastic start this month with a record of 32 girls signing up, more than three times the number of CAA men working in Anchorage who plan to play. The girls have already held two turnouts and have elected Dorothy Spencer, Personnel, captain, Hazel Jenkins, Commissary, manager and Martha Jo Kellogg, Payroll, publicity director.

Three organizations have signed up in the women's city league—CAA, the Alaska Railroad and the District Engineers. Universal Foods of BJL also may enter a team. League play is scheduled to start at 7 PM June 7 at the city softball park. Monday nights have been reserved for women's play. Other CAA women who wish to play with the team may still sign up, Captain Spencer said.

Those who have already signed up are: Florence Liffick, Esther Chambers, Arlene Latimer, Nancy Smith, Valla Herche, Doris Khuckey, Agnes Barkdoll, Martha Jo Kellogg, Alberta Bigelow, Dorothy Meredith, Mary Sommer, Frances Hartwig, Roberta Young, Bernice Curry, Alice Repman, Hazel Jenkins, Betty Mayfield, Mercedes Salas, Flossie Allen, Connie Woodward, Genevieve Otter, Irma Lebbin, Alice Brown, Lorraine Robar, Florence DeGode, Virginia Palizoes, Beth Henley, Helen Gullings, Lucille Wood, Clea Harwick, Dorothy Spencer and Verna Nielson.

(Continued on next page)

## CAA FEDERALS COMBINE TEAMS WITH ACS BOYS

CAA men softball players in Anchorage have combined with the ACS softball team into one "Federal" outfit to enter the city softball league. Their first game will be with the District Engineers May 27.

CAA members of the team are: Pete Verdin, Kim Ransier, Harb Enberg, Bud Chambard, George Karabelnikoff, Bernie Locke, Carl Rinchler, Norm Keith, Ken Kellner and Ralph Westover.

Following is the schedule of the "Federal" team in the first round of the city softball league. All games begin at 7 PM on the city softball diamonds.

- May 27 - District Engineers
- June 2 - Alaska Air Command
- 4 - CAA Merrill Field
- 8 - Alaska Railroad
- 10 - Northwest Airlines
- 16 - Club Esquire
- 18 - Northern Consolidated Airlines
- 22 - Log Cabin

"When I fainted, they brought me to, so I fainted again."

"Why?"

"Well, then they brought me two more."

### GIRLS SOFTBALL (Con't.)

George Karabelnikoff, chief of the Construction division, will coach the women's team. If turnouts continue to draw such a large number of girls, it is planned to have two CAA girls teams to play practice games with each other. The best of these two teams will then meet outside teams in city league competition. Payroll and Accounts have suggested that they may be able to get up a team among themselves to meet the rest of the CAA women in unofficial games.

## PAYROLL GIRLS GIVE BALL SEASON GOOD BEGINNING

Zest was added to the start of CAA women's softball one day this month when seven girls in Payroll showed up for work in natty blue uniforms with perky yellow bow ties. Startled observers were told that the Payroll girls figured they would be the nucleus of the women's softball team anyway so they might as well go ahead and get their uniforms.

The outfits consisted of dark blue cotton coveralls, yellow bow ties and matching yellow socks. The girls plan to stitch "CAA Payroll" on the back of the uniforms with yellow thread.

Those who came in uniforms that day, May 7, are Nancy Smith, Valla Herche, Martha Jo Kellogg, Arlene Latimer, Esther Chambers, Agnes Barkdoll and Verna Neilson. Florence Liffick has one, but didn't quite have the courage to put it on that morning.

## C E M O HISTORY DONE

The recent completion of the Central Monitor Office's "History of Alaska Aeronautical Facilities" marks the climax of a project on which CEMO has been working for more than a year. Fred Nayer, CEMO chief, said this month.

The history is a fairly complete record of all the aeronautical facilities in the territory since the beginning of the Eighth region January 1, 1940. Data includes commissioning dates, dates of realignments, dates of inauguration of services and dates and descriptions of major changes in services for all the stations.

Copies of the history have been sent to each field station and to Washington. Most of the work on it was done by Mr. Nayer and Wilda Hegdahl, former CEMO analyst who recently resigned.

# FAIRBANKS

## FAI STATION JUST TOO BUSY TO WRITE

More than likely this is the first appearance of the Fairbanks communications station since the start of the new year, but it's easily explained: we simply haven't the free time with which the rest of the field stations are so adequately supplied, and Anchorage, for that matter. This infernal place has been a veritable beehive.

The day watch spends all day getting the work prepared for the evening watch. The evening watch takes over, sneaks a peek at the work left by the day watch and files it under "Miscellaneous" or leaves it for the mid watch. The mid watch spends the night making coffee and takes a look at the work left by the other two watches. Having looked at it, they file it under "Not Understood" and leave the entire stack for the day watch with a note attached "The following explanation is offered..." Chief John Flynn is called in and after harried consultation tersely orders "Put it in File 13." A few minutes later, someone hollers hoarsely from traffic and weather "Maintenance, everything is running open!"

But maintenance is working on the little red light on 303X, trying to glue the metal end (from a roll of teletype paper) to the top of the bulb. Sufficient to say that the light bulb has a face scrawled on it, a tie, lapel and handkerchief, and the cryptic identification "CEMO" wickedly added beneath the hanky. Between glueing operations, maintenance steps on the Kleinschmidt tape while it is going through the keying head (breaking the tape) and someone on 305 dials OO. You get the idea. We are purty darn busy.

However, Walt Parker and his wife took time to have a baby boy. Walt brought the baby to the station, stamped

and initialed him and put transmitting instructions on a box of cigars.

Everyone seems to have a wife coming up here. Anyhow they all are living in hotels at \$5 a night (from last reports) and embarrassing the CAA. The local community can't figure out where we get our money. Ha! No kidding, the place is really crowded.

Everyone came up to see G.I. Jill and the Ice Carnival, only to find it was over some time ago, so I suppose they are sweating out BJL or waiting for things to freeze up so they can go home. Talk about thaw -- we're all planning to swim to work in several days. DeLaney plans to mount floats on his flying crow.

Since the edict issued per KCAA8, all Fives are diligently pouring over volumes of you-know-what to make Seven by you-know-when. Don't be surprised when half a dozen or so make Seven in a couple of months. They certainly have earned it.

Several issues ago someone at Point Barrow on 309 either disliked or congratulated the slow dits on Al Batchelder's bug. Only it was tape, so there. Did anybody hear Fowler (one of our relief boys) sending the Barrow sequence "KCDS" instead of "KYUB?" Boy, that guy loves Fairbanks. CEMO, you may not quote me -- off the record, old buddy--(that's what it says here, in fine print).

Speaking of babies, M.C. Nickerson had a boy (so did his wife) and Bob Hoffman had a boy (his wife was in on it too--completely forget about them). But Hoffman's boy is about ready to talk now so that was some time ago, October I think. We've really been out of circulation. Seems like everyone is going to raise little Alaskan boehmes.



Look! He wrote most of it in Eskimo!

-- Estes, McGrath

Charles Swim came up with his family from Talkeetna and is a FAI supervisor with Carl Rhoads, Harry Jenkins and the man who founded CAA/FAI (the man who makes Cap Lathrop envious) Mel Majerus. Mel is driving a new Studebaker, built to go backward or forward without embarrassing the driver. Mel never turns the car around to go home. He just backs up. If you could see his buggy you wouldn't know the difference, either.

Carl Rhoads and Bud Koetz have gone California and wear the horn rims that made Jack Benny funny. Don Johnston wears 'em too. It really makes the place look intelligent. John Pfeffer adds the Man of Distinction touch with a Sherlock Holmes pipe and the bored attitude of a CAF-15.

Florence Majerus, Mickey Horsfall (late from Unalakleet) and Merna Stewart represent our glamor girl stock who bang teletypes and ride bugs. They're really sharp. Merna was a candidate for Carni-

val queen but her sponsors went on a big binge on the crucial evening and left Merna holding a stack of specials on 303X. The beasts.

The only newcomers I can think of are Bud Koetz from Florida, George Lowell from Berkeley, Calif., Joe Beyer from San Francisco, Dick McKenna from New Jersey and Warren Hamer (yours truly) from San Francisco. Koetz, Beyer and Lowell are hams -- Kostz, KI7OM; Beyer, #6BPS/KI7 and Lowell, #6VTO/KI7. They are on the air, too. Three or four newcomers are slated to arrive in FAI from the Oklahoma training center, if they can sneak past Anchorage.

Muff said this issue -- this is kinda long because we knew you would be interested to know whether FAI/Neeks was really a communications station after all or just a cone of silence. Incidentally, who put "cabbage" after my OP identification "Ham" on 9390?

-- HAM

# WEEKS TOWER

## FIELD LOOKS LIKE OLD SWIMMIN' HOLE

This here Weeks Field and the city of Fairbanks have done gone and set some new records for the month of April, according to the local "cloud busters," better known as the Weather Bureau. We hear that so far, this past month has been the wettest, coldest and windiest April in quite a few years, and in some cases, the mostest of the worstest on record. So if we aren't setting any traffic records, we at least are having other records set for us.

At present Weeks Field looks pretty much like the old swimmin' hole or a modernized duck blind! Regardless of how much briefing the operators here in the tower get, we still are unable to keep them from shooting lights on the various types of water birds that insist on roosting all over the place.

Just this morning one of our local puddle jumpers forgot to jump and came up on the opposite side of a small puddle with sea weed twined around the prop and little fishes streaming from the cabin windows. Needless to say, a representative of the Fish and Game commission met the poor pilot and promptly led him off to the local jug for catching game fish out of season! It seems that where ever one looks there is nothing but water, and nothing to do but wade through it. Such is Fairbanks in the spring. Phooey!

**LOCAL EVENTS THAT MADE THE NEWS:** Walt Bear, that enterprising young man from ANC, was seen reverting to childish pleasures one afternoon. He just couldn't resist the temptation of going vading out on the runway, making like a float job on the take-off. As yet we haven't had the last report on what happened. All that was visible from the tower was a huge spray of water and when the waves had subsided a few minor bubbles came to the surface. As the bubbles broke some pretty naughty words were heard, so it is assumed that Walt

is making out all right, but we don't think he is going to find the mermaid that someone told him was there!

Among other things, Bob Jones has all his tickets and is now a full-fledged operator, but the guy still owes us our case of beer. Don't worry, we'll get it too, or we shall tell Mrs. Jones just what he has been up to while he was up here by himself.

We have had an urgent appeal from Bill Murphy and Andy Prinster. If any of the gentler sex have a good remedy for dish water hands, both of these gents are in the market for same. They have ransacked the local drug emporiums until clerks run and hide whenever they show up in a desperate search for some kind of relief from those wrinkly scratchy chapped hands. So, gals, if you will be so kind, please help out the boys, they will be ever so much obliged. We have suggested several things, but for some reason or other the boys don't take very kindly to our types of remedies.

One of the embryos here, Dean Phillips by name (named for the famous magnesia of the same name) has a jeep that he swears by. Incidentally, he lately has taken to swearing at it, as it has an errant nature and just simply will not stay where he leaves it. Twice in one week the local gendarmes had to tack out the Wanted signs, and finally caught up with it not very far from home. The current suspicion is that Dean can't stay away from the popular beer parlor and just forgets where he leaves it. Of course he denies this, but that isn't any more than one would expect.

In between times Dean has trodden a deep path to the Inspection office in search of those elusive bits of paper known as certificates. Poor guy, we all feel sorry for him — don't we? Who said no?  
-- CHAPPIE



# THE HARD WAY

AWKWARD LIFTING  
INVITES  
STRAINS



# NAKNEK

## DESCRIBING THE BIRTH OF A NEW FACILITY

May I ask any one of you readers if you had your choice of writing up a bunch of gup for MUKLUK or making up a requisition for a new facility, which would you take? Need I say more.

To go on with this cross, after a nice two-hour ride with Morgan Davies in the Beech we arrived over Naknek. Making a neat instrument let down through the Naknek sunshine, which has mixed up ye old scribe in directions ever since, we arrived. Chief Frank Smith, mayor and public relations department of Naknek, together with a couple of citizens, met the plane. The citizens took our baggage and guided by Smith we took two and a half steps from the plane past the station and tower to be in the apartment assigned to the air route traffic control group.

The new abode with rugs, electric range, steam heat and venetian blinds was quite a revelation, but someone's short-stopped the refrigerators for the new apartments. A couple of minutes later Mrs. Smith was serving us a delightful hot lunch at her house. Later Guide Smith oriented us around the base and I was duly impressed. It debunked my theory that all income tax during the war went for supplying gasoline for air-planes on weekend pleasure jaunts for armed forces brass. A good portion went into the construction of the Naknek Air Base.

The same night we had dinner at Jack Dempsey's house--Yes, that's right. The main dish was delicious fried fresh Rainbow trout, 32 inches long and caught the same day. Take it from people, Mrs. Dempsey can cook. Such was our first day at Naknek, and such hospitality and efforts to make one feel at home could only slightly be surpassed by what would be experienced when home on a visit.

April First the new facility swung into action. Rehabilitation of the tower

structure is about completed. Equipment installation should be finished by the middle of this month. Until that time we are operating the Naknek Control Facility from the broadcast booth of the control station. Traffic isn't too steep yet and we have had VFR weather nearly every day. However, with commercial fishing just around the corner we are on our marks -- put there by the old timers at the station who are always threatening with "just you wait."

The folks here have been telling us to try to catch a Rainbow under 18 inches long because they are supposed to be the best eating. We have been sadly disappointed because the smallest caught so far was a 24-incher.

Say Fairbanks, remember how we used to sit on the banks of the Chena Slough and talk and dream of those big ones -- Well, they are here! Yes, and you in Anchorage can believe Norm Beuter when he says he caught a big one that got away.

"Got away! Hell, Chuck Detrick let it loose!" Believe it or not, Charles was sincere about his efforts to help this Anchorage dignitary by hauling in his fish and win that promotion, but fate would not have it that way. The fish just unhooked itself as Chuck clutched the line to reach over and bring it in. What a dilemma -- to dive overboard and freeze to death, or to be beaten to a pulp with a fishing pole? Chuck now has a case of "demotitis." The moral of the story is that they'll do it every time.

Hope the cat scratches on the chin are healed, Norm -- or should I use the word feline? The story is that Beuter was being nice to this cat, stroking its fur and cuddling it in his arms, when Smith's dog came up to pay its respects. Right then kitty made Norm the "escape goat," literally, using his chin as a step to leave, via over his cranium.

# HOMER

## INTRODUCING THE 'CREESCO KEED' -- PLUS A POEM

### ODE TO THE GOLDEN VOICE OF NAKNEK

The Golden Voice of Naknek is such a novel trend  
It reminds me like your bug dogs when you try to send.  
That you would dare to use a title such as this  
Proves that trite old saying that Ignorance is Bliss.

To live in private apartments we admit is classy,  
Not many of us people can claim to be so flashy,  
But in bygone days you boys were not so true  
To that fine old mansion called the BOQ.

Now here's to all you fellars who brag about your yarn,  
We boys up here at Homer, we just don't give a darn.  
You drink your beer from glasses, and it tastes just the same  
As ours does from bottles, but nobody is to blame.

Hola Senors Y Senioritas. Seez Homer she ees Zee wan fine place, I theenk. I am sleeping on ze meedwatch othair nite, brooding over all these leetle pieces of paper I av been getting lately and wondering eef perhaps someone she could explain to me wat eet ees zat zey mean. Zee paper she is gat a theeng een eet zat say I have been do something not just the way Ze B-C she say it should be done. She ees signed by zees fellow who call heemself Mayor, or something like zat.

Thees fellow she been writing to me too often lately, and she mak me theenk zat pairhaps something I have been doing zat he no like. Eef somewan een ze region she know wat make zees fellow writing to me all zee time, to have eet explained to me I wud like. Sometimes I zink he no know zat zere are othair station in zee region.

Carramba!! But theese new procedure she's driving me loco. Zee station she een one beeg uproar and averywan she is all mix up. One fellow she tell me to do eet thees way, ze othair wan she tell me to do eet another way. Zee eenside of my head she ees beginning to look like a slot machine, you nevair know wat ees going to come out. Soooooo, you

take zee new procedure, meex een ze departure of our cheef, Herschel Price, a feefty-seex hour week and an extreme shortage of personnel and Brothair! you got fun, I don theenk.

Dan Larson ees our acting cheef until zee fellow John Keith he ees arrivs to relieve zee situation a beet. He ees our new cheef and ees coming to us from some foreign country zey call Juneau, I theenk zat ees they way they are call eet. Also we look forward to zee return of Clarence "Coke" Nelson who ees out een zee States making weeth ze fon.

Zee Homer Theatre she has been taken over by a former CAA employee Meestair Harry Hegdahl. Mrs. Hegdahl she used to work een zat office zat been send me all ze little white notes. I zink I ask her eef she help Meestair Mayor write zose leetle notes to me. Meestair Hegdahl he fly ze leetle putt-putt he call ze T-Craft. I look but I didn't see any tea. Maybe he keep eet een ze eenside of ze leetle sheep. He try to bring us some gud movies zo and we hav all put out our welcome mat to heem, and hope he and hees wife zey like eet down here in ze Tropics.

(Continued on next page)

# WAREHOUSE WAITS

Don't see why this isn't called a Personnel column, the way employees keep changing.

The latest shift in 207 is the departure of "Slick" Young who is starting on a little business venture with former employee "Speck" Specking. Slick's job has been taken over by Edward Craig, who really isn't a newcomer exactly as he has been working in the warehouse and merely changed jobs.

Chris Coulter has transferred to Tents to take the place of Milt Lovos, who in turn is quitting to work for Keith Capper and his new radio station. Bob Burns is replacing Chris in the warehouse. Bob has been around these parts for sometime, having worked for the organization before.

Elfrieda Neese, typist, has turned in her resignation effective May 7 and Joyce Robbins, former communicator from Noma, is replacing her.

Bill Criner recently drove over the highway from Texarkana, Tex., on his first trip to Alaska. He arrived in Anchorage on a weekend and a few days later joined the staff at the warehouse. Now that's what we really call speed. Bill is taking Edward Craig's place.

Walt Williams is the proud beaming father of a very sweet little baby girl named Julie Sue. She tipped the scales at seven pounds, 11 ounces and first saw the light of day at the Providence Hospital April 21. Congratulations to the Williamses.

The superintendent of the Warehouse, Mr. M.H. Young, finally gave up in despair. His automobile, like the one hoss shay, just suddenly folded up and refused to run any longer. He has been thumbing rides with "Bish" Gibbs, who drives a classy roadster, vintage 1929 model A Ford.

Other passengers include Van Martin, Eddie Craig, Bill Criner and Chris Olsen. Now six people can cram themselves into that poor little old Ford beats me, but like sardines they manage it somehow. Bish said they really went churning and chugging up the hills. Notice the past tense was used--cause now the Ford's broke down too. Ain't any wonder, is it? It's anybody's guess now how the fellows get to work.

The chief topic of conversation around here is: When's the ice going out? By the time this is in print, some person or persons will be mighty excited. Personally I could do with some excitement such as that.

-- D.P.

## HOMER

(Continued from page 27)

Teeth the coming of zes nice beautiful weather zee people are begin to bring out zair cameras and geet them into focus. Dan and Marie Larson are our more expert amateurs and are hopeeng zat someheeng she ees happen to take us off our feefy-seex hour week. Paul (code has ruined me) Danner has become a photo-mad Homerite and purchase ze leetle camera and tak peectures like mad.

Also zes fellow Fred Shellenberg he come back from hees leave een ze States and tell us he all ready to go back to work. Brothair! we did not waste the time doing eet, I tell you. He buy heemself a bicycle for transportation and ees find out zat ze hike she not wat she cracked up to be. Geeve me a motor to mak me go. To me he just look like he sit down to vak.

My feengers, zey want to queet on me, so I tuck ze typewriter een under my arm and silently steal away.

-- ZEE CREEPERO KEED

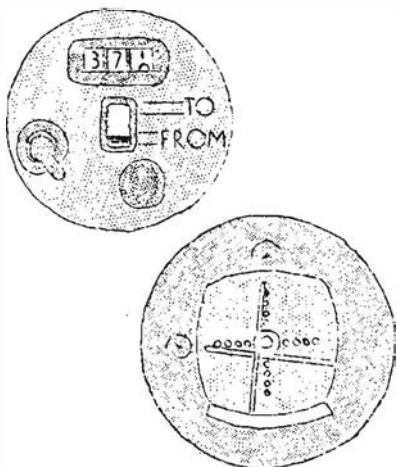
Monotonous, wasn't it?

# VHF RADIO RANGES

(Continued from page 2)

the Instrument Landing System, described last month. With the omni-directional range, however, only the vertical needle is used. This vertical needle is pivoted at the top and when the pilot is flying exactly on course, it points directly downward. When the needle swings to one side or the other, it not only shows the pilot that he is off course, but tells him approximately how many degrees he is off.

Here's how the pilot uses omni-directional VHF equipment of the type on order by major airlines: He tunes in a



THE PILOT SELECTS HIS COURSE BY TURNING THE KNOB ON THE UPPER DIAL UNTILL THE NUMBERS ARE THE SAME AS THAT OF THE COMPASS BEARING OF THE STATION TO OR FROM WHICH HE WISHES TO FLY. ONCE THE COURSE IS SELECTED, THE PILOT KNOWS HE IS STAYING ON IT WHEN THE VERTICAL NEEDLE OF THE LOWER DIAL POINTS DIRECTLY DOWNWARD.

station ahead of him approximately in line with his intended course. As a precaution, he listens to the code identification to be sure he has the right station. Next, he turns a knob which

changes the numbers showing the azimuth, or compass bearing, of the station. When the needle below the numbers points to the word "To" and the needle in the cross-pointer indicator is exactly vertical, he is ready to fly the course. All the pilot has to do is fly so that the needle is kept centered.

When he passes over the VHF range station, the pointer will switch from the word "To" to the word "From." This gives him an exact "fix," pin-pointing his position. If the pilot wants to continue the same course, he can continue flying with the needle centered. Or if he wishes to change course, he can tune in a new course on the azimuth indicator in the direction toward which he wishes to fly.

A pilot can fly on a VHF range either in front or behind him. The "To" and "From" indicator prevents confusion, and the bearing of the station always shows clearly below the indicator. At any time the pilot needs an exact "fix," he can tune in a VHF station to one side of his course, determine the bearing of the station and plot it on a chart. The intersection of two such lines, taken from two different VHF ranges, shows his exact position.

Construction of omni-directional VHF ranges is underway this winter and a few are operating regularly on a test basis. Some of the airlines have ordered receiving equipment. The VHF ranges probably will not come into common use until about 1949, when the CAA hopes to have about 400 of them operating. These will blanket most of the continental United States.

The CAA will continue to operate VHF and low-frequency ranges simultaneously until aircraft users have had ample time to get receiving equipment and become familiar with the VHF system.

NEXT MONTH: New applications of VHF radio and radar, which are "just around the corner" for civil aviation.

## CRUMBS FROM THE COMMISSARY

When summer comes, a person thinks of love and everything,  
But everytime the seasons change, I end up in a sling.  
Now take the winter meek and mild for skiing, I do beg,  
Every year I try again and vint up with a broken leg.  
And then comes spring, ah, joy! A picnic is the bait..  
But then again I seem to find a broken arm's my fate.  
And now it's summer, and you'll find that my position's prone --  
I took a high dive in a shallow pool and broke my collar bone.  
Fall arrives with autumn leaves, and the season is just fine,  
But football training is in store, and here I find a broken spine.  
With Mother Nature I can't win, but one thing I have found,  
It's almost summer time again, so I'll stay at home or be drowned.

Wilma Gregory left the Commissary May 14 and plans to take life easy on the homestead, finding out how the pioneers made a living. We all miss her and wish her lots of luck in her new venture.

There are two new faces around the cell now, and I don't mean clocks. The first new girl is Frankie Gingrass. She came from Detroit with her husband and she has been with the Commissary about five weeks. She has been assigned to the stock card department (may Heaven help her!). Replacing Wilma is Evanelle Mcmphill. She has been in Anchorage about a year, but has only been floating around the food shack about three weeks. She, too, is working on the stock cards.

The big thought of the month is a holiday on the 31st. As Decoration Day is May 30, we will be given the following Monday as a legal holiday. Just think, no work and pay. Why don't these things happen more often?

We have had requests from employees for just about every item in the world, but the big surprise came when a man at one of the stations sent in a request for a woman. His requisition stated that he wanted a blonde, five foot two, blue eyes and 120 pounds. He is willing to pay up to \$5000 for such a girl. A brunette will be accepted, but there will be a decrease in price. Since the Commissary is temporarily out of stock, maybe someone else feels qualified to apply. In such case, send your name,

address, portrait and ten box tops to the Commissary and we'll fix you up.

The Commissary is making an attempt to procure bi-weekly shipments of fresh produce from the States to cover shipments to stations. However, we have found it necessary to refuse a large number of items because they have not met the specified requirements of Grade A-1 produce.

When the produce is selected it may be okay for resale at the time, but after arrival at Anchorage and repacking and shipping to stations the perishables won't hold up. The big problem is to convince the buyers of this. We are making it a policy to refuse all produce except that which is good enough for re-shipment. In doing this we will have to make local purchases to cover items not accepted. It isn't always possible to obtain all these items locally, but we feel it is better not to ship anything than to send produce which cannot be used.

New inventory forms are being made up for use in taking June 30 inventories. The whole basis of the annual report depends on the accuracy of these inventories. With the additional help given the Commissary, all stock card postings will be current and the accuracy of the cards depends upon an accurate inventory. We are trying to buy items of such nomenclature and in such containers that will make possible a uniformity of goods.

The requisitions do not hold enough information now to post from. For instance, coffee. There are numerous kinds and sizes of coffee and unless you tell us what you have we can only guess.

The Commissary was honored by a visit from John Fultz of Nome last month. His call was appreciated and a lot of good was accomplished. If field personnel visit the Commissary when they are in Anchorage it helps us become more familiar with the problems confronting them at their stations.

The annual requisitions are now in Seattle being worked on, and shipments will start as soon as the first transportation is available.

Again we would like to request that all orders for fresh produce reach us two weeks prior to shipping date. One order was received here the Third to be shipped on the Sixth. This leaves no time for obtaining scarce items, so please, if you want to be sure of your orders, get them here early and at least two weeks before the shipping date.

Time to call it halts for another month and float back to the cell. I'm like the old undertaker, I guess I'll be shoveling off! -- THE CRACKER CRUMB



## PERSONALS FROM PERSONNEL

Our chief R.T. Williams spent the last week of April in Seattle in discussions with officials of the 11th U.S. Civil Service region concerning competitive status for federal employees in Alaska.

Dorothy Spencer is back in Personnel again. Dottie formerly was a personnel clerk before she resigned to go Outside about a year ago. She now occupies the position of placement clerk, formerly held by Beverly Hunter who resigned recently in expectation of a new arrival in the Hunter family. Beverly already has one young daughter, Sandy.

Another comparatively new employee in Personnel is Sara Kelly, custodian of the all-powerful 141 Files. This position was vacated by Shirley Hermance a short time ago. Hazel Butler, compensation clerk, also resigned recently to accept employment with a local attorney.

In case you have been confused by the sudden reshuffling of all the desks in Personnel one weekend, the following people can be found in the following rooms: Mr. Williams is still in 312. Next door in 311 you will find Thelma Pickens, secretary of the division, Patty Thiel and Edna Lewis of the Personnel Transactions section and Sara Kelly with her 141 Files. Across the way in room 308 are Wilma Higley, Gene Scharnek and Dottie Spencer. George Ferina, assistant personnel officer, can also be found in the far corner of 308.

-- THELMA PICKENS

The wonderful love of a beautiful maid,  
The love of a staunch, true man,  
And the love of a baby, unafraid,  
Have existed since life began.  
But the greatest love, the love of loves,  
Even greater than that of a mother,  
Is the tender, passionate, infinite love  
Of one drunken bum for another.



# NEW EMPLOYEES

APRIL 3 THRU MAY 7

## BUSINESS MANAGEMENT BRANCH

- Maive S. Endsley, clerk-typist, Accounts division.
- Dorothy L. Spencer, clerk-stenographer, Personnel division.
- William T. Griner, general mechanic, Property Management division.
- Ina J. Tullinen, clerk-stenographer, Property Management division.
- Frances J. Gingrass, clerk-typist, Property Management division.
- Jane Hartman, clerk-stenographer, Alaska Commissary.
- Eva Nell Hemphill, clerk, Property Management division, Commissary.
- Joycelyn L. Robbins, clerk-typist, Property Management division, Warehouse.

## ANF COMMUNICATIONS BRANCH

- Chris L. Coulter, general mechanic, Maintenance division.
- Everett Horn, storekeeper, Maintenance division.
- Paul W. Rohwer, maintenance technician, Maintenance division.
- Jack A. Pickford, maintenance technician, Maintenance division.
- Lloyd E. Metcalf, maintenance technician, Maintenance division.
- John J. Hurst, maintenance technician, Maintenance division.
- Allan H. King, maintenance technician, Maintenance division (Fairbanks).
- John T. Bobbitt, maintenance technician, Maintenance division.
- Elisha Morgan, Jr., maintenance technician, Maintenance division (Nome).
- Raymond Leo Gilmartin, maintenance technician, Maintenance div. (Pt. Heiden).

## ANF PLANT AND STRUCTURES BRANCH

- Francis A. Riendeau, general mechanic, Maintenance division.
- Earl D. Oetter, general mechanic, Maintenance division.
- Elmer J. Anderson, general mechanic, Maintenance division (Port Heiden).
- Ruth O. Lingbloom, clerk-stenographer, Engineering division.
- Barbara D. Whittaker, blueprint machine operator, Office of superintendent.
- Florine L. Ertwine, blueprint machine operator, Office of superintendent.
- Anna M. Fountain, clerk-stenographer, Engineering division (temporary).
- Kenneth W. Riley, civil engineer, Engineering division (temporary).

## SAFETY REGULATION STAFF

- Elinor H. Korsmo, clerk-stenographer, Regional Medical Officer's staff.
- Martha Jane Nelson, clerk-stenographer, Regional Medical Officer's staff.

## AIRWAYS OPERATIONS BRANCH

- Beulah M. Krickenberger, clerk-stenographer, Communications Operations division (Fairbanks).
- Coral R. Johnson, clerk-stenographer, Communications Operations division.
- Melba Mae Davison, clerk-stenographer, Communications Operations division.

(For new communicators, see page 3.)

## AIRMAN, ACFT. & FLIGHT OPERATIONS BRANCH

- S. Margaret Singleton, clerk-stenographer, branch clerical pool.
- Kathleen Morley, clerk, branch clerical pool.



# SIX STATION MANAGERS NAMED

(Continued from page 1)

tions analyst at the Central Monitor Office, a position he has held since January of 1947. Mr. Mayer transferred to the Territory from the Fifth region in May of 1942 as a communicator at Fairbanks. He was transferred to Big Delta the following January and became chief at that station in May, 1943. He was then chief at Kodiak for nine months and became a communications inspector in the Regional Office in September of 1944. He is 33 years old and is married.

Frank Gray holds the official title of CMO at Fairbanks, but has been acting in the capacity of a station manager there for more than a year. Mr. Gray entered on duty in the Eighth region in September of 1941 as a principal general mechanic. He went to Big Delta in January of 1942 and in February of that year became resident maintenance supervisor at that station. In January of 1943 he went to Fairbanks as resident maintenance supervisor, and became CMO there in March of 1945. He is married and has a daughter 17 years old and a son 21. He is 49.

"Augie" Valentincic who will soon take over the manager duties at Woody Island was sent to that station when he first came to the Eighth region February of 1944 as a communicator transfer from the Third region. He went to Sand Point as chief in August of 1945 and to Maknek as chief two months later. In July of 1946 he was transferred to Annette as chief where he stayed until December of that year when he came to the Regional Office as an inspector. He has been in Anchorage ever since and now holds the title of airways operation specialist in the Fixed Aeronautical Communications section. The new 35 year old manager is married and has a four year old daughter, Tanya.

Joe Walsh will literally be going home when he goes to Nome to take over

the station manager post at that station as he was born in Nome in 1911 and went through school there before attending the University of Alaska. His parents, two sisters and two brothers and their wives live there now. He has been an airways engineer working out of Anchorage in the Construction division of Plant and Structures since he entered on duty with CAA in December of 1941, with the exception of two years spent as resident engineer at Nome in 1944 and '45. He is married and has a nine-month old son, Joseph Thomas.

Raymond Bird, who has been appointed station manager at Annette Island, began duty with the Eighth region six years ago as principal radio electrician at Nome in May of 1942, and in November of that year was transferred to Moses Point. He was made resident maintenance supervisor at Moses Point in January of 1943 and three months later was transferred to McGrath in the same position. In March of 1947 he was transferred to Homer under the newer title of MTIC and in June of that year went to Kodiak as CMO, the position he holds now. Mr. Bird is 39, married and has a daughter, Barbara, eight years old, and a son, Bayard, seven.

Arnold Francis, the new Juneau station manager, is another transfer from the Third region and came to Alaska in July of 1942 as a resident maintenance supervisor at large. Several weeks later he took over that same position at Nome and stayed there until February of 1943 when he became a maintenance inspector working out of Anchorage. In March of 1944 he went to Kodiak as resident maintenance supervisor and a year later became CMO at that station. In November of 1945 he was transferred to the Regional Office as assistant chief of what was then the Signals branch. He took over his present position of CMO at Annette in July of 1946. Mr. Francis

(Continued on last page)