

OCTOBER

MUKLUK TELEGRAPH

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INSTALL RANGE MONITORS.

Range monitor systems are now being installed at all SRA (Simultaneous Radio Range) ranges in the Eighth Region. The monitors have been commissioned at ten stations to date and it is expected that the remaining ones will be going in at the rate of one or two per week.

The monitor system comprises a field pickup placed on one course (the final approach course wherever practicable) approximately 1300 feet from the range building, a pickup unit installed in the coupling unit of the range equipment and a fault detector and keyer installed in the range station control rack. The output of the field pickup and that of the coupling unit pickup are connected into the fault detector. The circuits of this unit are designed to recognize a course displacement of three degrees or more and also a cessation of "A-N" keying. Either of these conditions will cause the keyer to operate and key a sequence of three "U's" into the course signals of the range. The keyer also effects a short interruption of the power output of the range which causes the RIS buzzer at the control station to sound off for an instant immediately preceding the "U" keying.

The keyer is cycled so that during an irregularity of range operation the foregoing occurs only once during each A-N keying sequence of $37\frac{1}{2}$ seconds. A test circuit is included so that the operation of the monitor system may be checked without affecting range operation.

--ROY DOWNING.

PLANE NOISE REDUCED

WASHINGTON--CAA Aviation Safety Agents discussed policies regarding adjustment of airport traffic at their meeting in San Francisco, Sept. 8, 9, and 10.

Civil Aeronautics Board recently adopted an amendment to the Civil Air Regulations, at the suggestion of CAA. This now makes the reduction of plane noise possible at many points throughout the country. The new amendment permits shallow turns at an altitude lower than 500 feet, and this, CAA officials believe, will enable planes taking off to avoid densely-populated areas in many localities that lie along the extension of certain runways.

"We already have adjusted traffic patterns at Newark, LaGuardia and Washington National Airport to keep heavy planes as far away from congested areas as possible," A.S. Koch, Assistant Administrator for Aviation Safety, said. "Now, although we cannot and will not order airline pilots to make turns at low altitudes - since the pilot is responsible for the plane he is flying - CAA agents will confer with airport managers, airline officials, airline pilots and local officials, at every point where the new rule might permit decreasing objection to the noise of low-flying planes.

"We are concerned with safety in flight, but we are also concerned with the comfort of those on the ground who dislike the noise of low-flying planes."

--Aviation Information.

FAIRBANKS ARTC

CHAPPY SAYS KIDDIES LOVE RODEO!

Since we got a little of that there printing in the last issue, I reckon' we'uns had best send in a bit more to clutter up all that nice clean white paper of yores! Don't yuh think? Well, here goes, so everybody concerned - look out!

Septembor! Now who invented that month? First off, there was that Labor Day celebration here in Fairbanks. Oh Brother, I think there was more celebrating done on that one day than there was labor for any one month of the year. From a spectator's viewpoint, there must have been many an arm that was an inch or two too short the next morning! No one could ever reach, normally, that far away to scratch an ear. Happy to say however, there were no casualties among the many, from FAI-ATC -- that I know. Of course there were those that had the next day off and I couldn't say about them, but after taking everything into consideration nearly all of us that were able, did have a rip-snorting good time. When I say rip-snorting, I mean that.

Heck, we had a good parade and a rodeo up here in the ball park. Of course I can't claim too much for the rodeo but after all, it was the first of any such event ever attempted this far north and for a beginner it wasn't bad. The most amusing thing about it all was the kids who were seeing their first real live horse; first real live cowboy and their first real live professional riders. I think that was the biggest contribution to the city of Fairbanks.

As I watched the whole thing, the thought struck me that no kid should be denied such things and I was surprised to find that nearly all of them were actually frightened half out of their wits when they even got close to one of the horses!

Now to get on with the events as they took place here in Fairbanks ATC. Of course moose season being the main event, everyone and his brother ate slept and dreamed moose hunting. At that, the dreams were all worth something because to date, that is all that anyone got. It seems that the moose must have heard what a bunch of "Dead Eye Pato's" we all are around here because they very discreetly stayed far, far away from any neighborhood being perused by our local "Dan'l Boones"!

"Our Boy" Jeanerete even went so far as to peruse the elusive critters for a period of ten days -- away out there in the wilderness north of Big Delta, but all he got was - back. Not being happy with being left all that time out there and nothing to show for it, the Partners (Jeanerete and Hoffman) set out a few days later for the caribou runs up near Eagle Summit. They got back, too! Not without a thrill however.

It seems that all the stuff they had to take along wouldn't fit inside the jeep, so they borrowed a two wheel surplus trailer - there-in lies the tale. There are some who blame one thing for what happened and then there are others who blame something else but we shall relate -- as we heard it -- the events in the order that they came to us;

First off, we shall dispense with that part of the trip going and the futile hunting and get down to the return portion of our narrative. Now, as any of you know who have driven mountain roads, how a road will narrow to a mere trail as it goes from wide to narrow around a curve. Well, it was on such a curve that the off wheel of the trailer decided to explore the wide blue yonder. We will continue.....

quite naturally, it swerved out into the void, whirling merrily all the while, twisted the jeep out of its natural course and slammed into it when the jeep was headed up a cliff that even a mountain goat would shun. Of course something had to give but it wasn't the trailer. Poor jeep, pride and joy of the Partners, decided it had enough of such foolishness and rolled over on its side and tried to sit up and beg.

While all this was going on, other things were giving on the inside of the jeep but outside of the bumps, bruises and minor contusions we can't put on paper all the other things that were given. Now, the blame lies in two quarters and we shall let you be the judge. Having been a pilot, Jenny likes his speed but to top that off there was one Tower Operator, Jim Freericks, who was also on the hunt. You have the facts now so draw your own conclusions!

To those of you who know the Fairbanks Center, the next time you see it you are due for a large surprise. The Chief's office in the Center has ceased to exist; simply having been torn completely out and the Chief moved into new quarters in a new building next to the present site of CFAI. Smith's new office is about the same size as our present enlarged room and verily, he rattles around in there, like a pea in a pod. Pooy guy, I'm afraid that he misses "his boys" as he comes into our domain and just stands and looks at us with that woe-be-gone expression that fairly screams loneliness.

Speaking of "loneliness", we had no idea that the "Gulkana Ghoul" had so much time. Furthermore, what he refers to as Mud-Puddles on the streets of our fair "city", shows just how long he has been out in the sticks. IF we were sure that he could read we would install signs on the so-called "puddles" and then he would know that they are the only bird-baths that the city will allow us to have. The mere fact that some of the bird-baths are large enough to land a DC-3 on floats has nothing to do with it! Besides,

CASUALTY IN ACCOUNTS

Mina Cox bent her beaters (baking a cake, that is) while spooning.

The bookkeepers in Accounts are in sympathy with Idesta Green of Audit... who sprained her ankle during a fall at her home. Evelyn Hedlund and Clea Harwick having experienced broken legs: succession the past two years, winc. at each step poor Idesta takes, and sincerely hope she will make a quick recovery.

The Accounts Section are glad to have their follow worker, Flora Merriethew back after her interesting trip down the Yukon.

Little Lulu (Mrs. Forest Woods) was greatly surprised when her husband came back from Seattle via Alaska Airlines with twenty eight pounds of fresh fruit and vegetables, costing six dollars.

what has Gulkana got that Fairbanks doesn't have? Don't answer that question as it is irrelevant, beside the point and had nothing to do with the case. Hamlet? Why not? He was a great character, wasn't he? At any rate it isn't too hard to find Fairbanks but the first time I had occasion to visit Gulkana if it hadn't been for a man who knew the country, I would have flown right past it and never seen it! For all that, you WERE able to get a shock absorber and we DO have a city council. So there.

To get back to local affairs, the rest of the "gag-busters" have been very quiet with only one change to be noted. Bill Murphy is slated to the Center for orientation in the coming month. Now, we shall see if he is as good at giving as he is at taking!

Fairbanks must have some attraction because our visitor list is growing by leaps and bounds - so much so that it would be impossible to list them all here. Once again, material has run out, so until next time...this is thirty.

P&S CONSTRUCTION

A new arrival in Engineering is Pietro Vigna, who was transferred from Lima, Peru to this Region. Mr. Vigna was here several years ago, but I'm guessing that the extreme change of climate will be quite a blow to him, nonetheless.

Another new employee for this division is Perry Holzgraf. Perry was with us in 1946-47 and we're glad to know that he's returning. At this writing he is somewhere between Wallace, Idaho and here - on the Alcan Highway I presume, as he is driving up with his wife and baby.

Ruth Lingbloom Hultine has been on a little honeymoon up North. She and her husband flew to Nome, boarded a coast Guard Cutter and proceeded to see some of the Bering Sea. However, after a few storms on the more-than-rough Bering, Ruth came back. She got as close to Russia as anyone would care to get; that is, Little Diomed Island. She even saw the outline of Siberia, which is something we can't all brag about - yet.

We're losing an old faithful employee this month - "Doc" Titus. He and his wife are returning to the States after almost three years with the CMA here in Anchorage. We'll all miss him - he's quite a kidder.

Ed Seiler is off on a trip to New York and New Jersey this month. "Mac" McDaniels and Lyle Martin went to Juneau and finished the paving issue down there in September. Since then they've both been to Fairbanks on a survey assignment as had Ed Fisher.

Andy Earles is now in Portage, but will return any day. Other than that we have no more field trips to report. In fact, we have nothing else of anything to report.

AIR FORCE PUBLICATIONS NOW ON SALE

The Office of Air Force History and The University of Chicago Press have just published "The Army Air Forces in World War II - Plans and Early Operations", the first of a seven-volume series to be published by the University of Chicago Press on a non-profit, public-service basis.

The purpose of the history is to provide an accurate and objective account of the military air arm in World War II, prepared by professional historians of the highest caliber. The first volume carries the story through August, 1942. Volumes II and III will tell the story of the European air war; volume IV and V will deal with the war in the Pacific; volume VI will tell the story of the training, supplying, and administering an immense air army; and volume VII will describe the accomplishments of world-wide services such as ATC, Weather Service, and AACCS.

Of this first volume, Thomas K. Finletter, Chairman of the President's Air Policy Commission says: "It should be read by every citizen who is interested in the security of the United States." Copies may be purchased from the University of Chicago Press or from your local book dealer for \$5.00 per copy.

EXCLUSIVE SCOOP

Petitto rides again, and on a train. While vacationing in Fairbanks he was induced to spend a weekend at McKinley Park. From all information available it seems the train took twenty-four hours to make the normal five hour trip so Pete practically met himself on the way back. For all the gory details call extension 80.

AIR TRANSPORTATION

Transferring is in the air. When doing so by CAA aircraft, it is in and out of the air for weeks. We really are sorry...but these days we just can not seem to move a family, bag, and baggage on the same trip. Be patient for awhile, and eventually all the things you left behind will catch up with you.

There is always a harder story. Did you hear about the engineer who took the train back from a CAA flight? His baggage was stolen!

Will the lady who left the black kid gloves in NC-5 please contact this office. (They do not fit us)

After almost two weeks delay, the Iliamna oil haul is again in progress; Tanker 14 makes two trips daily.



CAA "Middleman" Pilot

Now that the CAA aircraft are trying to replace the boat, things are kept humming. The romance of aviation has lost its glamour midst tons of boxes which are being hauled. How can a pilot be dashing when juggling 7000 pounds out of his "big bird" each day.

Jackson has found that all items are rush items. They weigh from one pound to a thousand pounds. He really hit the roof when the rush tag from one box fell off onto an empty oil drum and stuck there.

Four baggage drills on a trip to Skwentna and the passenger left smiling. Wo lo-o-o-v-o that man.

A slug is a piece of inferior metal formed to resemble a piece of legal tender - what's that one doing in the coffee kitty??? Thanks pal, I think we got the drift!

We have a new game..."punning" with the new teletype designators. Corney, but it's fun just YAK-ing!!

--ARTHELLE HIT



Jackson, 8-212



J.J. Doe, CAA 13
TVL ORDER 849xxxx2

HALLE LUIAH

FROM MOSES POINT

Since there has been no information from Moses Point in recent issues of the Makluk Telegraph this is to serve notice that MOS has not sunk into Norton Sound. We are still here and muddling along in good order.

The big social event of this season was the Open House party held by new ACCOM Bob Leise and his wife, Rev. It was a gala affair and got under way at eight in the evening. After the fourth round of liquid refreshments everyone got into a singing mood and made the Mills Brothers look sick by comparison. This kept up until our attention was distracted by Danny Calloway ACCOM, who performed a strip tease that we burlesque fans considered to approach the perfection of Gypsy Rose Lee. High Point of the evening came when "Curley" Britton, mechanic, suddenly did a tail spin and went down for the ten count. On his way down he accidentally threw a body block on Bob Leise who also went down, and in so doing threw a body block on wife Reva, who being on the end of the chain, landed on that well known portion of the anatomy. The odd thing about it was that when Reva got up she started rubbing her elbow.

In the wee small hours of the morning most of the gang staggered home except the poor fellow who had to stand the mid-watch. We all decided that house warnings are a fine thing and that there should be more of them up here.

Recent additions to the roster of this station are Ray Wardwell, Maintenance Technician who stepped off the plane and remarked, "It's a bit chilly up here." A few weeks later Martin Groiner, ACCOM, arrived, stepped off the plane and remarked, "It's a bit chilly up here." If everyone keeps talking about the cold weather we will all be going around here with long johns and parkas, before the first good sized snow fall has even occurred.

It seems that when Groiner was in Anchorage enroute to Moses Point, he became involved in a little misunderstanding... maybe he was too anxious to become a sourdough - during which time feelings were ruffled and many questions asked. He had just about forgotten the matter until one day he came to work at the station and found a radiogram saying the U.S. Marshal in Anchorage wanted him etc, etc. The sweat began to pour until he found out it was a bogus radiogram made up by one of the station jokers.... his final comment on the matter: "It's a bit chilly up here."

Harold Lindsay ACCOM, one of our most obliging bachelors, has gained the reputation of "Gloomy Gus" in recent months, because he was sure, first, that the Alaskan differential was going to be discontinued. Then he began figuring the international situation was deteriorating too rapidly (and with him too near the International Date Line) to be even the least bit comfortable. His latest prediction is that certain prophetic books definitely and conclusively prove that the world is coming to an end because there is fighting in the Middle East. Incidentally, there is a new girl working at Harold's house and we are wondering if he thinks "It's a bit chilly up here."

For the past few weeks, personnel at this station have been able to watch the local Eskimos do a bit of whale hunting in Norton Sound directly in front of the station and landing strip. The Eskimos have gone completely modern and chase the whales in outboard motorboats. When they have chased one close in to the beach, they shoot the finny monster and drag him into the shallow water where the cleaning and do-blubberizing processes begin. These whales are called Beluga whales and average from ten to fifteen feet in their length. They probably weigh from one thousand to fifteen hundred pounds. Red

Mac Lennan was invited to go along on a whale hunting trip by a kindly eskimo - however, although he acted enthusiastic he never did make the trip so we assume he must have read the story of Jonah and the Whale.

The frequent poker sessions continue to be the principle form of our recreation up here. In our poker games everything CAN happen, and usually does. Although no one has held five aces as yet, Calloway says that if a man ever holds a hand like that he had better be holding a .45 also. Helen Britton, Curley's wife, usually has divine luck and can always be counted on to make a straight or flush in draw poker after discarding two cards. The good players seem to have the bad luck and the poor players seem to have the good luck so we go around and around and no one seems to get ahead.

Tid bits from here and there; Station Manager Preston Stocum and wife Gloria - we all call her "Pete" - are in New York on leave. After almost two years at MOS we are certainly hoping they will not go astray in the big city. "Pete" will probably have to get Preston up in the morning by yelling, "Gads, we're TELNO BONO on 3051."

During Preston's absence his place is being taken by Ed O'Brien from Anchorage who, when interviewed by this scribe, had nothing to say except, "It's a bit chilly up here." Also when cornered by your prophet of Moses Point Oscar Wall, mechanic, graciously refrained from saying, "It's a bit chilly up here."

We have one member of our station who makes home brew that is so potent a man needs to take annual leave to recover, on one bottle. Recipe on request. With this we leave you for another month - at the end of which time the Prophet of MOS will again relate all the happenings here - if he is still alive.

--THE PROPHET.

NEW ADMINISTRATOR FOR TWO AIRPORTS

The Eighth Region has established a new office to be in charge of the Anchorage and Fairbanks airports. Mr. Chris M. Lample has been appointed to the position, and will be located in Room 210, Federal Building.

Before taking over the airport projects in Alaska, Mr. Lample was Director of Air Navigation Facilities at Washington, with full charge of engineering, designing and maintaining, air navigation facilities. He supervised construction of 11 major fields in the Territory in 1941 and later headed an Aleutian survey for communications and navigation facilities for military operations.

Mr. Lample says Anchorage and Fairbanks will have "two of the finest airports in the world" and will realize a "tremendous" increase in international, and territorial flying.



- 3rd Region Flight Log -

WAREHOUSE WAILS

The Warehouse has had several changes in personnel this month. The first being Eddie Craig who has been transferred to the Federal Building.

Congratulations on your promotion! Occasionally Eddie makes an appearance down this way. We think maybe he misses the old gang.

Another change made, is the transfer of Dick Sullivan from the warehouse into the offices of 207. He and Bill Criner have a most DELIGHTFUL time struggling through back orders for the various stations.

Dick and Bill surely wish the boys in the field would study up on their nomenclature before writing up their requisitions. Playing Sherlock Holmes and Watson gets a bit tiring after awhile.

Johnny Moriarty recently returned from Oakland, California, will replace Dick in the warehouse.

Johnny drove up over the Alcan Highway part way, until an automobile accident, which forced him to airway transportation for the balance of the trip. He and his Mother both received broken arms.

After finally arriving in Anchorage and getting settled, he says that he really likes it here in spite of getting off to a bad start.

George Ulsh our night watchman, has at last returned to work. George took

most of the summer for prospecting, gardening and just plain loafing. Welcome back George; we surely missed you!

Another new employee added to our staff is Mel Kehrwald, who also drove up over the highway from Missoula, Montana. Incidentally, Mel is "sold" on Alaska.

On October 6th, the E.S. Griffins' had a new arrival in their family. A little baby girl named Wanda Marie.

Congratulations to you both. Mel is the Assistant Superintendent of the Regional Warehouse.

Gerry Bach has been working in the warehouse, but recently transferred to the uptown offices.

The gang down here have really been working like mad to finish up the annual requisitions for the various stations.

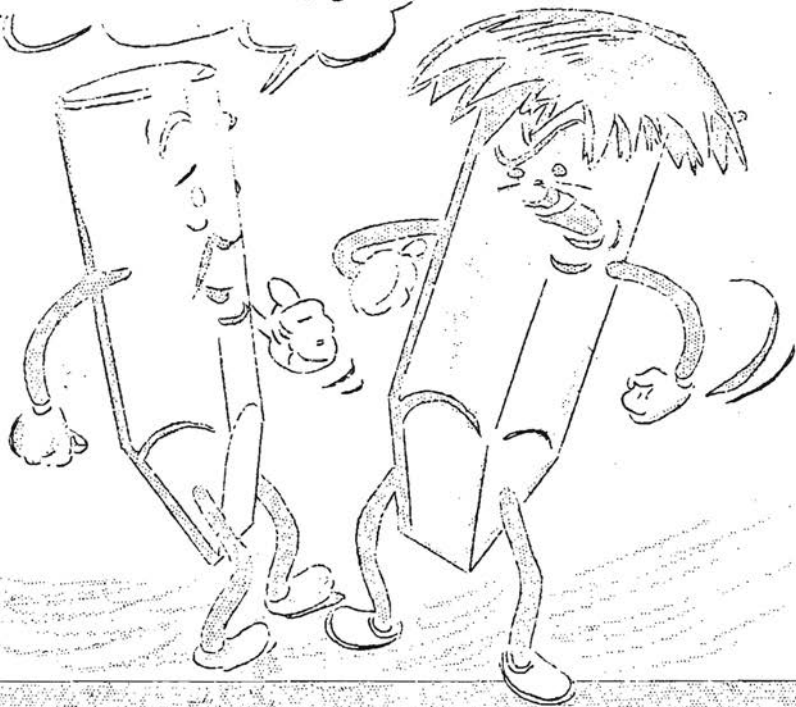
You folks in the field might also be interested to know that the warehouse has recently received tons of newly arrived freight.

Looking into the future, we have already decided that glamour gal Ruth "Long John" Young should most definitely run as candidate for the Queen of the Fur Rendezvous. She'd make a classy looking Queen, in our estimation.

That's all for now kids.

--DORIS PHILLI

GONNA BUST SOME
GUY IN THE EYE?
IF I WASN'T
ALL DRESSED
I'D JOIN YOU!



KEEP TOOLS PROPERLY DRESSED
FOR SAFETY

- Regional Safety Committee -



HAINES



Hey guys, pipe the headline on the Kulkana sequence entry for September. Fancy shaded letters, no less. That guy Old Faithful sure must have pull at the Regional Office. I know for a fact that he can sure blow...

Mabel, Mabel - how do you expect us illiterates to come forth with bright and shiny essays when you give Shuto's page all the frills? We also once trusted and loved Old Faithful at Haines but we never did over-do it, thank goodness. Just a fair warning, Mabel, if you give Shuto enough rope, he'll hang ya. I notice the Corn Center Daily Bugle Editor was forced to use Uncle Miko's wailing wall to unload her grievances..due mostly to correspondence originating from Shuto...so I will hasten to your defense in the case in question. I think you were right to substitute..he couldn't pound brass with a hammer. He still thinks a Vibroplex is a single lens reflex camera with a jitter shutter.

Incidentally, if he brings up the subject of Ropckerics vs Rockerics, I'd cut his space allowance to a half column next month by way of punishment. Enough of this cross-country throat cutting for now. Before I jump into the local news, I'd like to pass on this gem noticed on our tltip 804 the other eve....

FILLI EVE 042326Z
EVERETT RAINEFIELD, BEDOK 1515p

SACK TIME NO

The last entered item contributed from source unknown and before the ink had dried on the FILLI which just goes to prove the high efficiency encountered on our Alaska circuits. The correction, "BEBOK", appeared shortly afterwards and cleared the circuit for further developments.

Item one of local interest is possibly boring by reason of its repetition because after Cordes and wife rolled their jeep over on the Alaska Highway in their mad rush to get back to work from annual leave, Hayden and wife Rita took off on ditto leave in their shiny '49 Ford and the next word heard from up the road is that they rolled over also. Fortunately no injuries resulted except that Rita is sporting a black eye and the Ford has a few new wrinkles not yet advertised by the Ford Company. Brother Benningfield is slated for some annual leave as soon as Hayden returns and, I understand, he has equipped his vehicle with a hoop to ease the shock of the inevitable.

Your writer harked his glee too soon, last month when he mentioned that soon the Chic Sales would be no more. True to his word, Engineer Kerr set the wheel in motion and, lo and behold, last we we christened our new inside outhouse. But not for long. Our local pipe-bender, one James McGehee, was back digging up the new pipe line to find the obstruction and the official although unverified story is---that the last installed section of soil pipe was found to have contained two empty beer bottles and a stocking cap. McGehee used to wear a stocking cap...and he doesn't drink hard liquor anymore...but all's well now and I believe we can burn the old Chic Sales on the first cold day.

Bill Knight, well known ex-traveling MTIC in the 8th Region has finally arrived with his son Mack, to call Haines his home. Mrs. Knight is Outside at the present time, but will join him here in the near future. And thus passeth Jack Woods and bride from our midst to take up temporary abode at Gustavus for relief MTIC at that station.

Arriving on the scene at the same time is our new ACCOM Dick Aukerman and Family from UNKA...which is easier to pronounce than Unalakleet. Dick also has a pair of husky looking Huskies with him.. Noatak and Kobuk. Noatak is real friendly and can eat off your hand but Kobuk looks like he would just as soon eat off your leg. Nice doggies..

Present also is Relief Mechanic Bogi who is doubling for Tommy Knudsen, who is vacationing in sunny Haines on annual leave, and who is getting fat on an over abundance of moose-steaks. Bogi is champing at the bit waiting for TK to come back to work so he can go on annual leave to get married. Bogi doesn't know that traveling relief personnel are not supposed to have annual leave because their job is to relieve others to their pleasure...but he is obstinate and is still trying to find a traveling mechanic whose job it is to travel around and relieve other traveling mechanics for leave purposes.

The farewell party for Jack Woods by chance coincided with the arrival party for Bill Knight and Dick Aukerman, and between the bottles and Bogi calling the turns in the "Circle City 2-stop" a grand old time was had by all..even the ones who managed to walk away under their own power in the wee small hours. But Jack had more fun than anyone. He didn't leave until the plane picked him up the next day. All I can say is that ya gotta have a rugged constitution to hold down a traveling job if all the stations in the Region throw farewell and greeting parties like those tossed here. Oh well, eat, drink and be merry, for tomorrow we may wish we were dead.

--"EX-MIDWATCH MARTY"

"Sir, may I have your daughter for my wife?"

"I dunno. Bring your wife around and we'll see."

Roscoe Bancroft, Assistant to the Regional Administrator for Aviation Training, Seventh Region, arrived in Anchorage Monday October 11th and was to remain about a week.

Mr. Bancroft is here in the interest of the "Air Age Education" program for Alaskan schools. He has been conferring with Walter P. Plett, Regional Administrator, and Virgil D. Stone, Assistant to the Administrator for Personal Flying Development.

Both Mr. Bancroft and Mr. Stone are working on a program to submit to Mr. James Ryan, Commissioner of Education at Juneau.

Mr. and Mrs. Ned Griffin are the parents of a new daughter born Wednesday morning, October 6th. She will answer to the name of Wanda Marie.

Mr. Griffin is Assistant Supt. of the Regional Warehouse. This is their fourth child.



I DIDN'T SAY CRASH THE HACK! I SAID SCRATCH MY BACK!

- 3rd Region Flight Log -

JUNEAU Now UNSURPASSED

NOQ IS THR TIMD FIR ALL GOOX MEM TO COME TO THE AID OR TRHIT P.TUT.....Just checking to see if the old mill still is working as it has been Sooooo long since it has been used for any such thing as an article for the Mukluk. Without any further reservations we dive headlong into this "thing".

First in order to dispense with the usual "got everybody's name in print" business, I shall just refer you to the Eighth Region's publication "Airways Operations Branch Personnel Roster" and then that will no doubt be obsolete by the time this ever gets on the printed page. ACCOMS come and go around here so fast it is nothing short of a miracle to keep an up to date listing. At least we can mention the "Wheels". (Maybe it will get us a raise).

To start at the top we have a gentleman that goes by the name of Arnold L. Francis as the station manager. Since his arrival we have been in the clutches of re-organization. It has just about settled down now to the point where one knows which desk belongs to who and with what branch they deal. Then we have an ex-anchorage man that ably fills the role of CMO who answers to the name of Walt Peterson. Walt hasn't been here too long, but he has the situation under control. Of course there is the man that wields the whip over us poor ACCOMS and he is Bob (bow tie) Thomas. Bob, who has been here but a few months has made himself a very well liked Chief. If we could just get him to quit yelling about his gold mining operations at Yakataga, we would be more satisfied with our pay checks.


On the other side of the racks we have the person of Roy Clift that holds down the MTIC desk. See what I mean??? All kinds of them. Roy at present is basking in the heat wave of Utah, and after having braved the Alcan we are all

most anxious to see him return and hold us spellbound with his harrowing journey; then too he should have some fine photographs. So much for the brass.

As for the station itself, again we are caught between growing pains and re-organization. There was a time when two people could pass side by side in the aisle. Now with all our new circuits and equipment at least one person has to go outside so you can turn around. Think I'm kidding don't you. If that is the case, I shall enlarge. There was a time when during the long cold winter nights there were some local dogs that would wander in to sleep and get warm, but now we couldn't put up so much as a stray kitten. At least that sacred spot called the RO (whatever that is) keeps saying that it won't be this way always. In fact famous last words might include "VHF soon to be in operation."

Getting back to the slave division, that summer complaint is upon us in the form of annual leave. What with three operators on annual and one on sick leave, it entitles the remainder of us to work every day in the week. Aren't we lucky! Who said no? To get to the point, with one overseer, CACOM to you uninvited, "kicked upstairs" to C.COM - station manager at Farewell and another taking some of that annual, we anxiously await the arrival of Senor Majorus from Fairbanks to help keep an eye on things.

The man promoted was one Kenny Woods who has the best wishes of the entire station in his new work. If he will just try not to sell all the hired help on the merits of a Hoover Vacuum Cleaner he'll get along just fine. What with more and more people moving out, we hope that 8-250 can issue some travel orders for our new hired hands. Some include all of the aforementioned Majorus and his spouse, Vic Vinson, all from Fairbanks and that genial Irishman Mark

CQ 

O'Brien from Woody Island. As we will be losing Chief Thomas to Anchorage where he will be one of those things called (in the language of ACCOMS) an Inspector; and also to Anchorage, Ernie Rice, to the office of International-Notam, we need that help. Things are rough all over, aren't they?

Just a line where a word to the wise might suffice, we have about an even dozen, count 'em, very unmarried, very eligible bachelors. To turn from this morbid tone to a happier vein, all the hunters are getting those firearms all oiled up ready to get that deer, goat or whatever gets in the way. Naturally all have high hopes and in order not to hear about the ones that were missed, we hope all get their quotas. Of course they all say they aren't going just for the sport but to get that locker full of meat for winter. That's what they say, believe me.

In case you have gotten this far, my apologies because your writer doesn't dare proof-read this or it would never be sent. If you know of anyone who quit reading after the first few lines, send us their names along with a self addressed envelope and we will send by return mail a cupful of those dits that ACCOMS are always dropping. Now until such time as we meet again, remember Bureau as the New Englander that was walking down the street and met a young man. The New Englander lifted his hand in salute and murmured "Hi", then turning to his companion explained, "That was my son who has been to sea for two years and just got home." Adios.

--ANONYMOUS

a 100 point man is one who is true to every trust. Who is loyal to the organization that employs him. Who does not listen for insults nor look for slights. Who carries a civil tongue in his head without being fresh to strangers. Who is considerate of those in lesser jobs. Who is moderate in eating and drinking. Who does not feel himself superior and is willing to learn.

Carl Shute (KL7RZ) at Gulkana now has a switch in his transmitter. Whether the addition is due to the dishonorable mention of his rig in Hoines' contribution to the last MUKLUK or to the natural progress of the art is uncertain but I'm inclined to the latter viewpoint. The transmitter has in fact, progressed to the stage where it is allowed in the low or floor, but still in the back bedroom.

Johnny Johnson (KL7KQ) and Layton Bonnett (KL7LV) are also on the air at Gulkana. Johnny has the same ether-boaster he had at GST and the same off-center fed antenna. Layton's day is divided into three parts: - eight hours on watch - eight hours in the air and eight hours on the air. Who needs sleep?

George Sargent (KL7CI) at ORT wasn't doing much hamming when I saw him in August. His new duties as station manager and the absence of his SP-8 kept him otherwise occupied.

Will Will Cowles (KL7AN) at Fairbanks has a 10 meter mobile rig in his car. It keeps him amused on his ten mile ride from his quarters at the range site to his duties as MTIC at the control building. He not only calls 'em but also works 'em. And Malcolm Nickerson (KL7AO), MTIC at FKI receivers, also is operating 10 meter mobile. He had a car-to-car contact with a W6 on ten a short while ago.

Better steer clear of Frank Gray (KL7FQ), also at Fairbanks. He has just about the mostest ham station in Alaska and is planning on moving it from the basement to a second story bedroom.

Ed Jones (KL7CC) at Galena has a nice sanitary looking station. He sure likes that HT-18 exciter. His ten meter go-round-and-round-er on a fifty foot mast should be operating by this time.

(Continued on page 32)

DOWN THE YUKON WITH THE FRANK MERRITHEWS

(Much has been said about the Yukon, but not many of us have had the chance to make the trip. Because of the very fine description Mr. Merrithew has given us it is believed MUKLUK readers will enjoy the following story written in his own words, in diary form. Your Editor felt like she had taken the trip, after reading this account, and she hopes you will react the same way)--Ed.

The rain has stopped and the wind is rising - and it's pitch dark. There is no light anywhere except for a streak or two coming from the day coach, and not a sign of life anywhere. The boat should not be far away, but until we know in what direction it is, there is no use to start - one just doesn't take off into total darkness anchored down with a duffel bag, suitcase, to say nothing of the cameras and accessories plus numerous small packages. Suddenly there was the sound of voices and several native boys rounded the rear of the train. Yes, the boat is right across the tracks, and the boys are part of the crew. One stepped forward. He is willing to earn 2 bits.

Here we are, finally aboard the S.S. NENANA. This is what we had planned, a vacation in Alaska every other year and in alternate years, a trip Stateside. It was only a minute until the purs-r had assigned a stateroom, but why the round trip ticket? Don't you know the boat is wintering down river? So what! We'll get back somehow.

Now faces strange faces observe us and hang on every word. The door of the observation room opens; we recognize a passenger from Anchorage. Johnny Tribor saw us off at 8:30AM, and said we would reach Nenana about 8PM. Frank Turner who runs the C&A boats out of Nenana was aboard and of course "Cap" Lathrop who by the way, is one of the few men who have made their fortunes in Alaska and remained here. At Mt. McKinley the train

stopped over long enough to visit with John Rumohr, Chief Ranger, and his wife Louella who is Postmistress.

PROGRESS SLOW

This is the first day aboard ship and a stiff wind prevented sailing until 9AM. We are told because of low water the boat will tie up every night which means we'll see the whole length of the river by daylight. We will now be in the Tanana River for a few days as the channel must be "sounded" much of the way until we enter the Yukon. The boat, a stern-whoeeler, draws less than 4 feet and carries freight on a barge pushed ahead. The "sounding" process is done by a native boy at each corner of the forward end of the barge, who checks the depth of the water with a long pole marked off in red white and blue at one foot intervals. Occasionally the boat stops while the pilot and crewman go forward in an outboard launch to find a suitable channel.

Progress is slow and there is much time for getting acquainted. First there was the Jones family who had just joined the Native Service and were on their way to Stebbins near St. Michaels. Margaret Fish of the Alaska Railroad in Anchorage and Mrs. Ess Byrd enroute to her home in Flat, were also aboard.

SEESTAKU CHIEF

Second day. Two more barges added and the total freight is over 1000 tons. We just passed the Taku Chief, largest of the C&A fleet. We are basking in the pleasures of having three excellent meals served us, no tables to clear, no dishes to wash. Picture retiring to a comfortable outside stateroom -- such is life aboard the "Nana". Also there was a full coffee urn that worked 'round the clock.

Third day. We were visited today by a small boat which put off from one of the fish camps. As it came nearer there was

much talk between the small boat and our native crew. We heard, "Now wants you to come home!" He went.

Fourth day. The boat has been tying up about 8 or 9 o'clock and starting out at 5:30 the next morning. Today we got away all right but the wind drove us to the bank, so the skipper tied up for the day and the pilot went hunting, and this trip netted a good string of Mallards... we also noticed today for the first.. that the native women were all knitting without looking at their needles, and with terrific speed.

Fifth day. The mighty Yukon which has played a most important part in the history and development of the Territory. What a procession of explorers, traders, prospectors pilots and missionaries have followed this trail. The boat remains a half day at Tanana and we used the time to visit the Alaska Native Service, the school, hospital, and talked to Frank Prince Maintenance Technician in Charge, and his wife. The boat adds two barges.

SNOW AT RUBY

Sixth day. It's snowing as we glide in to Ruby. One quarter of our freight is marked for this important distributing point, and included in this were 900 cases of beer, to keep the winter from being such a long dry one. Unloading will go on far into the night. There is lots to see here - the cemetery and the old C.M. site - and what's that log cabin painted a vivid red? Never heard of the flying dentist, Dr. LaRue?

Stories about this hardy pioneer who has travelled all over the Yukon, first by his own boat and now by plane, are too numerous to do more than suggest here. No radios that he will be at a certain place in November and maybe he'll show up in March. There is an old man at Tanana who is still waiting for his dentures. (Dr. LaRue took the impressions 15 years ago). He is in no hurry but he looks out of his cabin on every arrival of the S.S. Nanana and says, "Do you suppose they'll be on this boat?"

GALENA

Seventh Day. Today we're at Galena 8 hours while the boat crew are carrying another 100 tons, mostly for C.M. We met Hoay, Ed Jones and the Morleys and visited the C.M. station and the Corrogans. Rufus has cable trouble again. Holt is down to check out parts of his plane which we picked up at Manley Springs Landing near where he crashed last winter. The EC-4 landed, with Dave Dishaw aboard. We asked Charley Weyer the pilot, and Reynolds, co-pilot, to look for us in about a week at Aniak or Bethel.

MEETS TRADER

Eighth day. Koyokuk at the entrance of the river of the same name. By far the most outstanding trader on the Yukon is Dominic Vernetti. Maybe he'll sell refrigerators to the natives tomorrow, but today he is only selling them washing machines and white enamel oil ranges. Ella his wife, is all business too, but has time to entertain in their quarters. Now I don't know if there is any connection or not, but Dominic does a good liquor business and the loaning church building suggests that it is in need of repair and some more adequate support. At the town of Nulato it is snowing. Sommers tells us that he saw 11 moose while out hunting a few days ago.

Ninth day. No liquor here, but Anvik is a thriving little village with gardens and a Territorial school, mission church, nurse, co-operative store and a lumber mill. It dates back to the Russian exploration overland from Unalakleet. The five hours here are too short to do all the visiting we'd like. Most kind to us was Jessie Patterson, pioneer Alaska teacher who is an artist and has developed much talent among her pupils. As soon as time permits we want to see her paintings at the Book Cache.

11th day. It is nearing the end of our journey down river. The boat will be here at Railroad City all day. Flock-
(Continued on page 24)

GULKANA BUILDS "TEN THOUSAND DOLLAR REC HALL"

If the station personnel working on the project of converting an old barracks building into a recreation hall were paid their respective CAA salaries it would cost somewhere in that neighborhood at the rate of progress we are now making. Inasmuch as the acoustics in the commissary building were very poor, Station Manager Allenbaugh secured permission to convert the old barracks into a rec hall and theater for the weekly movie.

I noticed that several Mukluk scribes were wondering where all the moose were this season. In case they are still interested, they are hanging in Gulkana's freezer. Couple days after the season opened, "Hornet" Bennett saw several of the critters about a mile from the range building and burnt up the road back to the station to gather the GKN Moose Exterminators. "Pappy" Holman bagged the first one unassisted, and a second one was dispatched under a fusillade from Holman, Johnson and Bennett.

About a week later Bob Finn while working near the runways spotted something taxiing on the south end. Not knowing whether it was boars or moose he ran to the house, grabbed his rifle and jumping on his daughter's bicycle, pedaled madly in pursuit. Flyboy Bennett, sizing up the situation in a quick glance as is his custom, also dashed after his rifle and the car and sped in pursuit of Finn. I never did get it straight who scared the moose or reached them first but "Flyboy" shot out the bear's landing gear and Finn polished it off.

Hank Ostrosky, being too lazy to go to Copper Center after a hunting license, was content to have his picture taken with the dead moose, in the traditional huntsman's pose, clutching his firearm. Guess his Stateside gal friend doesn't know much about guns or he wouldn't have dared having his picture taken with that wooden gun.

Youso guys down here in GST shud oughta be more careful about de way you bandy words around about Lil's southern accent. You'll get Johnny's foolings hoit and he'll open another can of beer.

Seeing as the personnel section has kept us well informed as to the progress of our new ACCOM from Oklahoma City to Gulkana we were all set to break out a brass band when he came rolling in on the O'Harra bud. But someone crossed us up and he arrived a day early on one of the University busses and caught us with our tuba's down. Needless to say, the entire operations staff was very glad to see the lad, Mr. Jack Boorstein, for different reasons. Shute wants to get off the mid-watch; Bennetts want a day off together after all these years and Johnny wants to put in at least one days paper work without having to stand watch at the same time. Boorstein took a quick look at the midwatch, his future home, and while he was there trying to figure out the situation, everything in the place went TELNO BRONO; a few aircraft called the station and the stove blew up. Brother Shute was managing to appear busy without half trying, and consequently Boorstein took a very dim view of the whole thing.

Loud were the cries of merriment and coincidence when it was discovered that Jack was also a ham, W4NKL. Which brings the total of Gulkana Operations personnel enrolled in the fraternity up to 80%. The only one missing is KL7LV's XYL and we're beating her over the head daily with the question and answer book. After Lou gets her ticket we'll be 100% and then Maintenance will really shake their heads. Mechanic Finn thinks anyone who operates 8 hours a day and then goes home and plays with a ham rig is nuts. But after fixing snogos, tractors, dozers and such all day he hustles home to work on his model airplane engines. Squirrel food, pure and simple.

Up until a week ago anyone trying to lay claim to the title "Nature Boy" for any of their personnel would have had to fight us. Ostrosky was the original Nature Boy and had the haircut to prove it, until someone told him that the Anchorage moratorium on haircuts didn't apply to field stations.

Did stop in at the Regional Office last week and visit ye editor. (Noticed that the ANC streets were in pretty good shape). Ye editor and friend husband, ye scribe and friend wife did pop into the Fort Richardson NCO Club for a noggin of prog. Ye editor didn't show up for work next morning. Ye gods! Noticed Mr. Whittaker's office in the vicinity of Mukluk but Mr. Whittaker wasn't in. I'm rather sorry he didn't get to meet me.

I see that Midwatch Marty, the Haines Heinous is signing his articles "The Haines Hyperborean." For the benefit of Cordes, who undoubtedly know not what he says, the Hyperborean were a race of people in Greek Mythology who lived beyond the North wind in a state of eternal bliss. Which seems to sum up our friend Midwatch Marty, if one harkens back to the old saw, "When ignorance is bliss, 'tis folly to be wise." In Marty's case, it is also impossible.

Two visitors to Gulkana of late were Roy Downing of some branch or other, who installed an automatic range monitoring device which is a gismo that does ditada ditadaditadah when something goes wrong with the range. (Non-Technical description) Also present in the immediate vicinity, was Mr. Robert Finegold of the Operations Standardization Staff. Bob has been visiting various stations in the area with his little wire recorder giving ACCONS auditions in addition to other things. This new unit to which Mr. Finegold belongs, more or less takes the place of the inspectors that used to come around now and then. Of course it could be a

WHAT YOU DO HERE?

Have you ever given any thought to how your day-to-day job might look if written in simple story form? No? Would it make interesting reading to some of your friends or fellow CAA's who have often wondered just what you do?

Well, give it some thought is OUR ADVICE. Why? Just watch for the next issue of Mukluk, which will carry more details!

MUKLUK HIT PARADE

He's Ol Man Everett, just Ol Man Everett
He don't say nuttin' - but must know
sumpin'
He just keeps sending
He just keeps sending along.

You and me we poke and send
Finger all aching and hard to bend.
Push that tape and tear throo ply,
Ask for Rogers and get NY.

Oh ah'm so bleary and tired of trying.
Ah'm snowed clear under by still RY-ing
But Ol Man Everett
He just keeps sending along.

--ANCHORAGE STATION

coincidence, but the initials of said organization are OSS. During the war there was another government OSS, which was the United States' version of the German Gestapo. ~~*****~~

As long as Hassen Ben Sobir the Woody Island werewolf sees fit to deal in putrid puns, I pulled from without the spacious confines on my burnoose, another for him to file away. He sez to her "Do you file your nails?" and she sez to him "No, I just cut them off and throw them away."

And so saying, Tom Swift pulled the lever which caused the aircraft to rise.

--THE GULKANA GHOUL

- ILLIAMNA -

Hello there! This is to bring all you good people up to date on Who's Who and What's New at windy ol' Iliamna where the best rainbow fishing in the whole wide world is enjoyed, or so they say.

We have been in the midst of a mighty hustle and bustle those past three months what with receiving our annual commissaries and oil haul going full speed ahead, changing of personnel including the arrival of our brand new station manager, painting of our station and the quarters buildings. The quarters had the usual outside white face lifting while the control station was done in a restful new shade of green on the interior. We have a new well, and safe and complete new water system; the well house catching the eye of all males who have wives that send them scurrying to the dog house every now and then. We think they'll have to run the girls a race for it at that

With all this activity at our normally peaceful and quiet home on the prairie we've said goodbye to Waldemar Johnson, his wife Carmon and new son, who occupied quarters #6, departed Iliamna via Anchorage VHF school for Narrows Point. Traveling MTIC Dick Gross filled in till the arrival of Charles McDonald and his wife Phyllis who came to us from Juneau. You "Hans" give a listen for Mac whose call is KL7EH. Phyllis and Mac are both ardent camera fans and have a good collection of color slides and several precious feet of film.

"Sparks" and Dot Sterns really took a big leap, leaving Iliamna after three years for Annette Island with "Sparks" going into the Maintenance department. They report that it rains there just like it does here, only harder.

"Tox" and Marge Sharp returned from leave just in time to occupy quarters #5 vacated by the Sterns. The Sharps got around a bit on their leave, visit-

ing most places of interest in Bristol Bay during the fishing season, then to Anchorage, Mt. McKinley National Park and Fairbanks.

Occupying bachelor quarters #5 are John Kaiser, Carl Sandstrom and Ted Jordan, all communicators. John arrived in Iliamna several months ago exchanging places with Joe Zelinka. Carl hails from the Oklahoma City Training Center and Ted comes from Bettles. Rumors of the record rainbow trout which graces the walls of the Iliamna Roadhouse must have gotten around.

Clarence and Pauline Holmberg, and their cat Mollie who occupy quarters #3 are anticipating a trip Outside sometime in December.

We waved goodbye to Larry and Betty Eahls and son, Billy. After being packed for two months they finally departed for that garden spot of Alaska, called Minchumins, where we understand people live on luscious moose steaks all winter and where the fish literally climb the banks after your bait. Betty, everyone in camp had a mess of new potatoes from the patch you left us. Thanks again.

Now occupying quarters #2 are Cliff Uzzell, our new Station Manager and his family consisting of his wife Madge, her maternal Grandmother Mrs. Hazel Smith, "Piddle Do Podit" the cat of Fairbanks fame. Mrs. Smith's home Outside is in San Francisco. She flew up from Seattle via Fairbanks and Anchorage where she made connections for Iliamna, planning to spend the winter here resting and enjoying the view of the lake and beautiful snow capped mountains. The Uzzells have a team of Alaskan sled dogs for winter sport and recreation; Brusior, Miko and Red. We are all looking forward to that first ride. Brusior and Miko have already scouted out a trail to follow when they get into harness.

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Frank DeSylvia, his wife Nora and son Norman occupy quarters #1. They are old timers in this area having lived in various places on the lake. (Note: Full House).

You people who have departed will be interested to know we have our commissary under new management and you'd be surprised to see all the nice, newly painted white shelves, well stocked with a good variety of equally good food. Looks like we'll eat this winter, come what may. Mr. Uzzoll expressed his thanks to all personnel who cooperated 100% in setting up this new store. We also have now mail boxes and a bulletin board on the walls of the furnace room of the Utility Building just outside the office door. Nice to get our mail regularly, so write us if you can't drop in for a chat.

Among our summer visitors were Mr. and Mrs. Fuqua and family, Miss Dorothy Ravoll, Mr. Duffy, Mr. Calter, Mr. Stone, Mr. Nayer, Mr. Connors, Mr. Tarbert and his construction crew, Glenn Haage and "Pete and Tony", Bill and his painters, "Herman" the Photographer, Mr. and Mrs. O'Neil from Naknek and last, but by no means least, Mr. Whittaker and Mr. Stowell honored us with a visit and at the same time gave our station an official inspection. The sun shone brightly and the winds stood calm to give us a good day for it.

So now you leave Iliamna CAA Station on beautiful Lake Iliamna, famous for its salmon and trout fishing and Severson Roadhouse. Relax as your planowarms up for takeoff and come back next summer with more "Oil and Stuff" and we'll give you more of the same. Yours.....

--"WILLIAM ILLI"

Loving words will cost but little journeying up the hill of life, but they make the weak and weary braver for the strife.

Do you count them only trifles? What to earth and sun and rain? Never was a kind word wasted. Never was one said in vain.

PERSONNEL CHANGES - WASHINGTON OFFICE

Those employees who are interested in Administrator Rentzel's reorganization plan for the CAA - and who isn't! may not have heard that as early as October 8th, he has made the following appointments and reassignments in the Washington office;

Deputy Administrator

Frederick B. Loo (was also Deputy prior to reorganization)

Office of General Counsel

Director: Richard E. Elwell (no change)

Office of Program Planning, Evaluation

Director: A.S. Koch (this is a new office) Mr. Koch was formerly Assistant Administrator for Aviation Safety.

Office of Aviation Safety

Director: Joseph S. Marriott. Mr. Marriott comes to Washington from California where he was Regional Administrator of the Sixth Region.

Office of Federal Airways

Director: Wm. E. Kline (no change)

Office of Airports

(Acting) Director: Edger M. Smith (was formerly an Assistant Administrator in the Office of Airports)

Office of Aviation Development

Director: S.... Kemp. This is a new office combining the former offices of Aviation Information, Aviation Training (now referred to as Aviation Education), Personal Flying Development (now referred to as Personal Flying Promotion), and a few other activities such as Flight Information Service (from Federal Airways) Training of Foreign Nationals (from present Staff Programs office) and AirRoute Marking Program (from office of Federal Airways). Mr. Kemp was formerly Assistant Administrator in the Second Region at Atlanta. Ben Stern is still in charge of Aviation Information.

Office of Business Administration (which was formerly Management) Dir: Edw. Sturh-pahn (no change)

P & S. CONSTRUCTION

I promised last month to give you the results of "Sure-Shot" McGowan's hunting trip; well folks -- "Dead-Eye" Dick did it again. Yup, he got his caribou, the size of an Arizona jackrabbit. "Taint 'cause I couldn't shoot a bigger one", says Dick, "just happened to be shootin' on sparse hunting grounds.

Warren Wilkins too had been out and came back with a moose.

A trophy was awarded J. Leo Connors for bringing in his limit on each duck outing.

All vacationers in Construction Division have returned to the Chain Gang, with the exception of Alberta Bigelow who broke loose from her shackles and made a bee-line for Grants Pass, Oregon via Army transportation, on October 5th.

George Karabelnikoff has returned from his September 13th vacation which was spent in and about Anchorage, and came to a close with an automobile trip to Fairbanks.

Ernie Reiten and the "Mrs." returned from a motor trip to Frisco, and gave us all the high lights on the motorcycle races at Edmonton, horse races at Golden Gate human race at Reno and the rodeo at Pendleton, Oregon. With gas "rationing" in effect, Ernie found it necessary to ship his Caboose back to Anchorage and returned with his wife, via Northwest Airlines.

Engineer Daigle has gone to Portage-on-the-railroad to construct VHF repeater stations. Engineer Wilkins will also assist him until such time as he is re-assigned to North Dutch Island.

Engineer Henning Johnson's getting acquainted with the Eskimo folk at Gamboll Alaska. He left the office September 10 for this new territory to repair and in-

PHOTOS DUE NOV. FIRST

Walt Smith, Photo Lab., tells us that he hasn't been receiving as many entries from us CMA'ers as he should have. It will be near deadline date by the time Mukluk roaches you, but you will still have time to get them to Walt.

We will repeat the particulars for all who are interested and may have forgotten what this contest is. All CMA employees of the Eighth Region and their families are eligible to enter the contest. Classifications include Snapshots (black and white) and Color Transparencies. All pictures must be taken in Alaska, but there are no restrictions on subject matter.

A first prize of \$5 and a second prize of \$3 will be awarded in each of the three classifications. In addition, there will be five honorable mentions in each division. There will be a public exhibition November 15, and judging will be done according to voting of the public. Each person may submit up to four entries in each classification. Please help to make this a successful and interesting project by sending in some of those fine pictures you have been displaying around the offices - many of which we have seen, and feel sure are good prize "bait".

The contest is sponsored by Civair 8 Club, and Walt Smith is Chairman. Send your entries to him in the Photo Lab - in the annex building.

stall water sewer systems. Henning isn't expected back much before Christmas, in which case, he will have a chance to see an Eskimo Santa Claus

Engineers Ned Nelson and Benjamin Garland are in Anchorage having completed the big paving job at Annette Island, Garland for reassignment and Nelson for a larger project; namely to escort Darrell Everett home from Providence Hospital, who came into the world October first, as was predicted. Score for the Nelsons - one each.

CRUMBS FROM THE COMMISSARY

I think that I shall always see,
The mud around the Commissary.
An icky, gooey mud around your feet,
That oozes between your toes, so sweet.
A mud that ruins your nylons new,
And creeps upon your clothing too.
The mud will last nine months, I know.
So thank the Lord for nine months snow.

It's your crumb again, pecking away
at the old typewriter to relate to you a
few of the tales from around the cell.

It was indeed a busy month for personnel
around the Food Shack with trips being
made to various parts of Alaska by
the Commissary personnel.

Hazel (Jenkins) Allaire returned from
a honeymoon at Curry this month. She and
her new husband spent a week enjoying the
great out-of-doors, and scenic beauty of
Alaska.

Roberta Young is taking a month's
leave of absence, and is now in the
States where she is visiting her friends
and relatives in Spokane and Everett,
Washington. She plans to return around
the 15th of November.

Mr. Hutchens and Mr. Peterson did ex-
tensive traveling last month to the CAA
stations in the field. Included were
Gulkana, Big Delta, Tanacross and North-
way. While visiting the 3 latter sta-
tions, they established cash systems
there. Gulkana, at the first of the
moose season had honors for the most
luck in bagging their game. Hutch and
Pete enjoyed visiting with the personnel
and appreciated the splendid cooperation
they received from the people there.

Beginning with November Gulkana,
Northway and Tanacross will be served by
CAA plane each month with their fresh
vegetables, instead of the trucking ser-
vice formerly used.

During October, Hutch has made trips
to Iliamna, Unalakleet and Moses Point.
Those stations went into cash systems
with this visit.

A new timesheet employee has been ad-
ded to the Commissary staff this month.
His name is Orma Bagnall, and he is as-
sisting in the shipping room, along with
Ben Payfield, Woody Woodhead, and Clar-
ence McCarthy. Incidentally, rumor has
it that Clarence is in the market for a
wife. In his statement to the Crumb, he
said he has no special qualifications
except that she must be working. Hurry,
hurry girls; Here's a man just scream-
ing to be hooked.

All holiday orders have been received
at Anchorage, and have been placed in
Seattle. It is the hope of the Commis-
sary to get transportation for these
supplies. This may be obtained from the
Army. Anyway, the goods will be here by
November first, if at all possible.

Since transportation is difficult to
obtain at this time, it is hoped that all
personnel have ample supplies from their
annual shipment to last until the boat
strike is over.

As a reminder to station managers -
in case you haven't forwarded all papers
covering receipts for annual shipments,
please do so as soon as is possible, to
enable Anchorage to complete all the
necessary work involved on the annual
shipment.

Well, it is just about that time a-
gain, so I leave you to float back into
the corner of the food shack and dream
lazily of another month. Until then,
"put me on the mantel and call me Oscar."

--THE CLOCKER CRUMB

COMMUNICATIONS MAINTENANCE

A couple of breathless notes from Maintenance Inspector Ray Rivers, who is attending Radar School in Oklahoma City, indicate that the course is a tough one and the competition keen. As a result, the grindstone is where Ray's nose is.

The gold nugget that John Livingston was carrying around in his pocket the other day had all eyes popping. Even all us old sourdoughs were impressed for the nugget weighed 19 ounces 12 pennyweight, and is valued at \$700.

Communications Maintenance has now acquired three new Relief Technicians and one new Airways Engineer. Constant Morse comes from Fairbanks, Edward O'Brien and Emmitt Boone from the Anchorage station, and Wendell Manuel from the FCC. All of them left immediately on relief assignments, Mr. Manuel setting out for lonely Nunivak Island to service equipment at the off-airways weather station there. But he soon found that the weather and the airlines were against the trip, and since, to quote Mr. Manuel, he had no desire to spend the winter on Nunivak Island, the trip was postponed until all conditions are more favorable.

Radio Engineer Roy Downing and Maintenance Inspector Gene West are getting to be familiar figures around the Territory. They have been going from station to station installing automatic range monitor equipment. A number of installations are yet to be made and Mr. West is presently working on Nome to be followed by Unalakleet, while Mr. Downing will go to southeastern stations next week.

We said goodbye this month to genial Bill Knight, who has transferred to our Haines station as Maintenance Technician in Charge. We haven't been able to stir up a good, friendly argument around the office since.

SAVE YOUR EYES

Good eyesight is your most valuable asset. Modern living conditions impose eyestrain that requires correction by experienced opticians, but due to high living costs in Alaska many working people are obliged to forgo medical attention and can not afford to pay the prices demanded for correct eyeglasses.

Your CIVAIR 8 CLUB which has your best welfare in mind at all times, has made arrangements with a reliable State-side optical company to supply its members with first-class eyeglasses and attractive frames, for about \$10.00 or perhaps less. All you need to do is send your prescription for glasses to MJKLUK-TELEGRAPH Box 440 Federal Building, and the Editor will forward same to the firm who will in turn quote you prices and send complete information as to frames etc., and deal directly with you.

All Eighth Region employees are eligible for membership in the Civair Club for the small sum of \$1.00. This article was written by a member, after personal experience with these glasses which have proven very satisfactory and were purchased at a great savings.

Ray Downing returned from a range hunting jaunt to Maknek and Port Heiden with two geese. Says Ray, "Two shells--two geese." W-e-l-l.

Jake Holzenberg is on annual leave this month readying his homestead on Potter Road for winter.

And Maintenance Inspector Leo Hammerly remains on recruiting assignment in the States. He is getting plenty of results, but we keep forwarding the vacancies as fast as he can fill them. We have passed one milestone though. For almost the first time in history the Anchorage station complement of Maintenance personnel is completely filled, and it has stayed that way for over a week now.

--MARJORIE CHAMBERLIN

(Continued from page 16)

ing around us are several smaller river boats transferring freight. And here comes Jim Miller in his plane to make sure his winter groceries are aboard. Maxine Miller, a Tacoma schoolteacher is the new Alaska Native Service teacher up river at Shageluk. They have been on short rations since their arrival about two weeks ago. Looks like we won't see Holy Cross by daylight unless-----yes, there is one now --"Boy follow, how's a-jout running us across the river with your kicker? After lunch? Okay."

CATHOLIC MISSION

The Catholic Mission is doing a most worthy job under Father McIntyre. They have done much to alleviate the more damaging effects of civilization among the natives. Most of the 173 children (Eskimos and Indian) are from broken homes. Some arrive by plane on the sand bar in front of the mission with only a vague bit of information as to who they are and what person put them on the boat. Smiling, happy faces show clearly the mixture of white and native parentage. Pathetic, these orphans are another evolutionary milestone in the onward march of civilization.

The Mission exhausts every possibility to attain a degree of self-sufficiency. The boys bake bread and cut wood and the girls make over garments received from friends, and can berries. Everyone helps milk cows and prepare the fish catch. Parkas, mukluks, slippers, and baskets are made to order. 9PM and the boat has now caught up with us a mile and a half down the river from Holy Cross. The bar formation during the last year or two prevents us getting any nearer. Margaret, Flora and I are the only ones who took the opportunity to see the Mission and we are most grateful for the very cordial welcome given us.

RUSSIAN MISSION

12th day. Russian Mission is the first stop which has no radio. It is of particular interest for its Russian Orthodox Church and we were fortunate to

be able to meet the Priest and witness a small part of the service.

ARRIVE MARSHALL

13th day. Fog and more fog. The boat gave up after an hour and returned to the bank where we had spent the night. At 7 she made another try. Marshall, 1PM and the end of the trip. Boats and barges are alongside to get their share of over 300 tons, for ports out as far as St. Michaels. This is a lively town with 2 stores and many well built homes. There are two radio transmitters - one belongs to the Lower Yukon Airlines, and the other is Territorial. The hotel is opening and there will be some mining operations going soon. Two canneries down at the mouth of the Yukon contribute in part to this town's prosperity.

Al Bahl, Marshal, and agent for the air carriers, has requested transportation from Northern Consolidated at Bethel and we may get away today. Al is a brother of Lawrence Bahl, C.C.O.M. at Minchumina. We have bought a few Eskimo relics from Frank Waski, trader and first territorial delegate to Congress. Frank's wife is now the school teacher. The story is that Frank is quite anxious about 4 large cartons of bubble gum, which is necessary in his trading with the natives this winter.

14th day. Still here, because our pilot has lumbago and got as far as Linnik when he had to quit. Oh well, what's the hurry - this is a vacation. Late in the afternoon we transferred our luggage to Eric Johnston's roadhouse. Roadhouses in Alaska are not hotels; more often they are likely to be just a home where they have one or two spare rooms. Eric's place is no exception, and Mrs. Johnson slept out so we could have the double bed. We had wild goose for supper. Eric is over 70 and Swedish. He is big and husky and has been in Alaska over 53 years, 12 of which he spent carrying the mail with dog teams from Unalakleet to Nome. Then he was the Marshal, and he now works for a cannery in summer and prospects some in the winter. (page 28)

PERSONNEL ACTIONS

NEW EMPLOYEES

AUGUST 27 THROUGH SEPTEMBER 28

AIR PLANT AND STRUCTURES BRANCH

Peter H. Audisted, general mechanic, Maintenance Division, Naknek.
Edward E. Cheatham, general mechanic, Maintenance Division, Anchorage.
Warren R. Erdman, general mechanic, Maintenance Division, Woody Island.
Albert Fyfe, general mechanic, Maintenance Division, Anchorage.
Merril H. Ford, general mechanic, Maintenance Division, Fairbanks.
Walter G. Gischer, general mechanic, Maintenance Division, Gambell.
Thomas Glazier, general mechanic, Maintenance Division, McGrath.
James R. Hart, general mechanic, Maintenance Division, Anchorage.
Lloyd D. Hubbard, general mechanic, Maintenance Division, Skwentna.
Charlie W. Isaacs, general mechanic, Maintenance Division, Anchorage.
Richard W. Ketcham, civil engineer, Engineering Division, Anchorage.
Shirley Mae Monroe, clerk-stenographer, Engineering Division, Anchorage.
John Mullong, general mechanic, Maintenance Division, Kenai.
Mickey G. Novak, engineering draftsman, Office of Superintendent, Drafting Sec.
Ira C. Pollard, general mechanic, Maintenance Division, Anchorage.
Thomas L. Roemer, general mechanic, Maintenance Division, Minchumina.
Pietro Vigna, airways engineer, Engineering Division, Landing Areas Sec.

AIRWAYS OPERATIONS BRANCH

Loroy A. Anderson, ass't air route traffic controller, ATC, Fairbanks.
Leila F. Marlowe, clerk-typist, Communications Operations Div., Anchorage.
Roberta A. Snyder, clerk-stenographer, Communications Oper. Div., Anchorage.

BUSINESS MANAGEMENT BRANCH

Garry H. Esch, property clerk (record) Property Management Div., Anchorage.
Zona Bilinski, clerk stenographer, Alaska Supply Section, Seattle.
Meredith D. Hutchens, accountant, Property Management Division, Alaska Commissary, Anchorage.
Marguerite G. King, clerk-typist, Accounts Div., Accounts Sec., Anchorage.
Loona C. Lewandowski, clerk stenographer, Contract & Procurement Division, Contract & Orders Section.
Thomas J. Maloney Jr., aircraft mechanic, Aircraft Service Div., Anchorage.
Evelyn E. Nilo, fiscal audit clerk, Accounts Div., Audit Sec., Anchorage.
Joan O. Schofield, clerk (files) Office Service Sec., Mail & Files Unit.

AIRMAN, AIRCRAFT & FLIGHT OPERATIONS

Bud S. Solteneich, air carrier inspector, Aircraft Div., Anchorage.

AIR COMMUNICATIONS BRANCH

John E. Bradford, maintenance technician, Maintenance Division, Anchorage.
Richard E. Brown, maintenance technician, Maintenance Division, Anchorage.
Donald O. Christner, maintenance technician, Maintenance Division, Summit.
Louis R. Clements, airways engineer, Engineering Div., Anchorage.
Harold A. Heckart, maintenance technician, Maintenance Division, Anchorage.
Celeste Y. Henderson, clerk-typist, Maintenance Division, Anchorage.
George A. Johnson, maintenance technician, Maintenance Div., Cordova.
Wallace R. Jones, maintenance technician, Maintenance Division, Juneau.
Wendell O. Manuel, maintenance techni-

cian, Maintenance Div., Anchorage.
 Robert L. Mell, maintenance technician,
 Maintenance Div., Annette Is.
 Joseph J. Munson, radio technician, En-
 gineering Div., Anchorage.
 Lloyd L. Overhauser, maintenance techni-
 cian, Maintenance Div., Anchorage.
 Buddy L. Owens, maintenance technician,
 Maintenance Division, Anchorage.
 Jool A. Parris, maintenance technician,
 Maintenance Div., Woody Island.
 Raymond L. Peterson, maintenance techni-
 cian, Maintenance Div., Fairbanks.
 Robert C. Reed, maintenance technician,
 Maintenance Div., Anchorage.
 Calvert J. Schackmuth, radio technician,
 Engineering Div., Anchorage.
 William Spence, maintenance technician,
 Maintenance Div., Anchorage.
 Earl A. Spoffard, maintenance techni-
 cian, Maintenance Div., Annette Is.
 Robert B. Vaughan, maintenance techni-
 cian, Maintenance Div., Anchorage.
 Ray W. Wardwell, maintenance technician,
 Maintenance Division.
 John C. Watkins, Jr., maintenance techni-
 cian, Maintenance Div., Anchorage.
 Joseph D. Way, maintenance technician,
 Maintenance Division, Anchorage.
 Alfred W. Withrow, maintenance techni-
 cian, Maintenance Division, Bettles.

TRANSFERS

Sheored M. Kendall, airways operations
 specialist, from Anchorage to Sixth
 Region.
 Joseph T. McFarland, chief aircraft com-
 municator from Umiat to Ninth Region.
 Dennis T. Murphy, aircraft communicator,
 from Anchorage to Ninth Region.
 Albert T. Patsul, Jr., aircraft communi-
 cator, from Bethel to Second Region.

SEPARATIONS

AIRWAYS OPERATIONS BRANCH

Communicators:
 Clifford E. Aahl, Northway.
 June B. Geisul, McGrath.
 Albert G. Grey, Nome.
 Paul Haas, Annette Island.
 Glen A. Harrison, Kodiak

William G. Hathaway, Annette Island.
 Neil J. Johnson, Fairbanks.
 Andrew G. Krivinko, Yakutat.
 Arthur H. Koskey, Tanacross.
 Lola V. Larson, Yakutat.
 Richard J. McKenna, Fairbanks.
 Perry F. Mahaney, Nome.
 Emory J. Oldham, Port Haiden.
 Allen D. Owen, Fairbanks.
 Antonio J. Yoybal, Anchorage.
 George W. Wood, Galena.
 James E. Woodward, Annette Island.
 Coral R. Johnson, clerk stenographer,
 Anchorage.
 William Charles Lewis, airway traffic
 controller, ATC, Fairbanks.
 Agnes I. Parant, clerk stenographer,
 ATC, Anchorage.
 Charlotte E. Speagle, clerk stenographer,
 Communications Oper. Div., Anchorage.
 Arville L. Underland, ass't air route
 traffic controller, ATC, Anchorage.

AIR AND COMMUNICATIONS BRANCH

Alvin D. Bruce, maintenance technician,
 Maintenance Division, Anchorage.
 Dan W. Crockett, maintenance technician,
 Maintenance Division, Anchorage.
 Clerk W. Homes, maintenance technician,
 Maintenance Division, Anchorage.
 Ruth M. Huitt, clerk typist, Maintenance
 Division, Anchorage.
 Gene W. Isely, maintenance technician in
 charge, Maintenance Division, Sisters
 Island.
 Paul A. Knapp, maintenance technician,
 Maintenance Division, Field Station
 Maintenance, Summit.
 Joseph P. McCann, maintenance techni-
 cian, Maintenance Division, Fairbanks.
 Charles R. Marchant, maintenance techni-
 cian, Maintenance Division, Sitka.
 Margery L. Smith, clerk typist, Main-
 tenance Division, Anchorage.
 Phil F. White, maintenance technician,
 Maintenance Division, Annette Island.

AIRMAN, AIRCRAFT & FLIGHT OPER. BRANCH

Mary Ann Humphries, clerk stenographer,
 Aircraft Division, Anchorage. (Page 32)

ANCHORAGE ASTERISKS

The greatest source of comment, speculation, and what have you, this month, of course, is the shipping strike. Little effect is yet noticed here except some articles in short supply. The military has bluntly stated it will load its own ships with military and other Government Agency supplies as long as necessary. Private construction will probably suffer for lack of materials, but so far Harry Bridge's Commies have not disturbed much. Behind the scenes, 'tis said this will be the breaking of West Coast Communist dominated unions. On the surface, the Waterfront Operators Association simply refuse to negotiate with unions whose leaders have not signed statements denying Communist affiliations, claiming such union leaders are not responsible bargaining agents. So the battle goes on; we may feel the pinch before the end as some communities already have, but the unlimited service authorized by C&B for scheduled air carriers will, at least, keep us in edibles - at a price, of course. Alaska Airlines has scheduled two DC-4 trips per day from Seattle. The Alaska Railroad has exercised its privilege to operate boat service and is scheduling regular barge service.

Canadian meat is being shipped into Juneau and Fairbanks. Retail prices seen in Juneau; Top round 75¢, and pot roast 57¢ per pound.

September 18th, Air Force Day, saw much air activity hereabouts, and many long range flights covering a good portion of the globe. Elmendorf figured in some of these flights.

Spoking of Juneau, it appears certain the airport road will be paved soon. You that have journeyed thereon can readily appreciate this.

The local cleanup continues with numerous arrests and fines for operating houses of ill repute. It seems the games took heed and mostly closed up when the lid went on. Talkeetna hit the front

with two raids on alleged gambling houses which uncovered 4-5-6- and blackjack tables and slot machines. How about a story, Musgrove?

\$\$\$ for you and I? A Washington news dispatch says the CSC has been instructed by Congress to conduct a cost of living survey with the view of replacing the present blanket 25% differential with a more suitable allowance in accordance with actual living costs.

In the opposite direction is much talk of a Territorial income tax to bolster the always slipping financial condition of this would-be state. Presently the Territorial Treasurer reports some hundred or more thousand dollars in vouchers held up for lack of funds, and anticipated incoming revenue not adequate.

Showing what can be done; experimental operation of the Pacific Explorer, as a floating crab cannery resulted in a pack of 18,000 cases this summer. At about \$25 per case, the Government grossed \$450,000 for the 3 months' operation.

P&A, along with N/A, has been certified to fly between the northwest and Hawaii. This is a new authorization by the C&B, but P&A can operate only with flights that continue beyond Hawaii.

More air news; The scheduled airline fare to Seattle is now reduced to \$92 plus tax. Some non-skeds still charge but \$70. A rather bad accident this month when a non-sked DC-3 landed downwind at Cordova, but fortunately only injuries resulted.

With the Territorial election scheduled for October, it was a real problem to twist radio dials fast enough for us to avoid numerous political announcements and speeches. The biggest part of the gab was about fish traps, pro and con.

(Continued on page 31)

(Continued from page 24)

SOURDOUGH PANCAKES

15th day. Sourdough pancakes, bacon, eggs - what a breakfast. Mrs. Johnson has the "know how". We have picked up several traces of Roy Bird, who is the station manager at Annette. He worked here at Marshall and once ran a river boat up the Iditarod. Marshall has no liquor, but it is learned that the natives make a concoction from sour dough, which has a kick to it in 24 hours. They drink the liquid, then proceed to digest the batter. Some say that a few handfuls of half-cooked brown beans also will help - or according to taste, one may fool around with corn meal and raisins. Take your choice; I'm sticking to java! Mrs. Johnson has been to the fish net and it is fresh salmon steaks for supper.

16th day. Weather doubtful, but we are beginning to like the town, and our visit with the Johnstons is highly satisfactory. All good things must end, and as the plane is on its way, we leave today.

Our amphibian plane is taking Flora, Margaret and me to Bethel where we will get another for Anchorage. What's the matter here - too much weight? Can't get off the ground. Well, back to shore and off goes that case of salmon, Margaret's largest suitcase and our duffle bag. We don't know when we will see them again, but we are off the ground, anyway.

Want some free land? There is plenty of it in the Kuskokwim River valley with lots of lakes, good duck hunting, and no one will dispute your ownership.

Now we see the town of Bethel -- and over there across the river is the CAA field. It looks like our plane is there too. Yes, it's the NC-5 and in a few minutes we are aboard and on our way to Anchorage. Thanks Charley! It took us 12 days to get down to Marshall, and about 5 hours to return by plane.

MUKLUK MOVES

You have probably noticed on page 2, the change made in MUKLUK'S phone number. The indications are, that we will be located in Room 201, Mr. Stone's office, and the new phone number will be 105.

The section number used for routing mail, news etc., will still be 120. We hope to continue receiving the fine lot on contributions that have been coming in, and hope to hear from more of you back-sliders - a few of you have been coming to life, and we are truly glad, because this paper is for ALL CAA personnel, and therefore all stations will have to be represented to make it complete.

WORD OF ADVICE

Now a word of advice to those of you who want to take the trip. Be sure to leave your nickels and dimes at home. They don't like them on the Yukon. Wear slacks, and take an extra pair. They do not dress for dinner aboard ship. Make your reservation in advance but don't depend on leaving on a certain day. You won't. The Railroad will let you know at least 2 or 3 hours beforehand. Then probably the Purser will tell you the boat could have just as well left 24 hours before - if they hadn't been waiting for you. Silly, isn't it?

Don't make any dates for the day you plan to get back in Anchorage. It won't be that day at all, when you arrive. You will have to exert your patience to the utmost. Take it easy, because they have not even missed you at the office. And speaking of "taking it easy", the Eskimos have a nice custom. Besides removing the corpse through the window the men do just plain NOTHING for 14 days...what do the women do? I dunno.

(I certainly do hope that all of our Kodachromes turn out to be good.)

--FRANK M. MERRITHEE

THE MAD SWEDE RIDES AGAIN AT MERRILL FIELD

Yah, it's time fer da mad Swede to let loose wit some shin shin so all you peepols vill know we're still around dese here parts, but ya know when working at da Anchorage madhouse time is wery precious, und it's purdy hard to get tings down on black abd white. I yust tought it vud be a gud idea to gif a birds-eye view of dis here stashun und den perhaps ve get a few of ya to come here und help us out!

First ve haf da wedder room where two guys run like mad all da time, putting hunks of tape in tings called Beads (dey aint got no faces, howefer) und punching liddle buttons all ovr da panel und den watching waiting hoping dey go to the right places at the right times - hay dey sure haf fun - und you yust shud here da langwidgo der at times - talk about yer blue air....oh brudder!

Next, ve haf vot is called Service B; und dat aint vot you vud call a snaparoo oder. On dis here Service B, dey haf 7 teletypes und a grand total of 17 different stashuns to vitch dey haf to send gobs of messages, und receive gobs and rerun gobs on account of dey are allatime garbling - und von von stashun sends a message he rings bells like mad - not tinkin da poor guy is vey at der udder end of da line punching like mad to get outd his TFC vidout dat 5 minute delay - hah, fife minute delay on OP TFC, und he has a bushel basket full to get rid of it vonco, wid only von TD Head and den CEMO he gifs a nice fat discrepancy fer using hand transmissions - yah, dat is a fine circuit - to stay away from I tink but yes. Anyway, it makes for a gud circus, or someting like dat.

Den vo haf da F Stand a wery fine position - fer anyvon vot likes to holler like mad for eight hours at a time. Yah, dey haf a whole bunch - six anyvay - of sqvawk boxes wid 15 different outlets - or incomes - vitch effer you prefer to

call 'em, und dey all start yelling like mad at da same time und da F Stand operator, he sits vit a gadget like vot da telephone operators wear und he tried to get 'em all at vonce. First, Elmendorf Operations calls, "Radio - copy 6 outgoing flite plans" - den she doos like a racehorse - don't even gif ya time to get a new blank in da mill - den you haf to route all dom dere flite plans, den whole bunch of stashuns call wit posishuns und you copy like mad, den gif dem to airways, den airways gifs 'em to you und you rush like mad to get dem out don von you send dem to a stashun, da plans calls dat stashun, und den dey send it back to F Stand - den F Stand gifs it back to airways - some fun.

Den Pan American or Northwest or ASA says, "Radio - vere is dat so and so vot is supposed to be over such and such?", und you say, "Stand by, ve check." Und den signals dey go outd, und you say, "Sorry, no posishuns", und de EILERS rol in by dozens und you got no signals so dat don't halp eeder, but By Yiminy, dat F Stand sure goos trough da bisness. At da end of eight hours da F Stand operator looks like he been trough fife or six mills and couple dozen knothcles besides.

Den, dere is da a Desk, vitch is next to da F Stand. Dere da poor guy sits und checks und routes all da traffic vot comes in und goos out. He got to check for errors - ve can haf only perfek copies, und von he finds a mistake, he writes "rorun" on da message und sends it back to da circuit voro it came from, und dey rerun until dey get perfek copy. Den he checks to see if dere are delays, und if dere aro, he sends it back vit a question mark, meaning why da delay, ya dope? Ya, he don't had many friends left at da end of da eight hours, I tell ya. If he feels sorry for a guy und lets von slip trough, den da office checks da stuff, und he gets a long lotter - how come you didn't see dis here delay or

BOWLING HI-LITES

dis here mistako, or how come you routed dis ono to da wrong stashun, ya, dat's a lofely posishun.

I guess I don't have to tell ya about Circuits 303 (tree-o-tree) und 302 (tree-o-two) cuz ya know how dey works - ven dey work, dat is. Und I guess you know Circuit 301 (tree-o-one) vero a guy sits und runs tapo trough da Hoad like mad -- ven after araddor so nobody else can get on dere und send him traffic. He suro has lots of fun wid da two TD Heads (with-out faces, again). I betcha dem stashuns suro gets tired of all dat hay, especially ven dey don't got a shance to send hay to him!

Don, of course ve haf broadcast, like all da udder stashuns, but ve calls it da doghouse on account it is very boring on account der aint so much bisness, except ven it's bad voder - den it gets ruff, vot I mean. Und ve haf E458 vitch can be wory bad at times on account of you haf P.M., A.S., M.A. und A.R.T.S., to gif ya a bad time - not counting da planes vitch can gif a fellor a bad time also at the same time! Ya know vot I mean, I betcha.

Und last but not least, ve haf gud ol Circuit 304 (tree-o-four) vero ya try to work lots of stashuns und ya can haf only ven frequency on at a time. Ven ya get on Shannel 45 to work Annotte, den Gul-kana yells like mad on 44 tolling ya dat Sheep Mountain is calling on 43, und den ya haf ta dial like mad to get off 45, dial like mad to get on 44 to toll Gul-kana to toll Sheep Mountain to go ahead on 43 - don Kodiak calls fast like mico on Shannel 41 - den ya gif up und shut off all receivers, take ven gud deep breath - turn up da receivers - und it starts all over again. Nice huh?

Well, I jyst tink ve will got a lot of you fellers out in da field to bid on dis here fine stashun now - dere is not offer a dull moment - vot I mean; you get me? Ve will be seein' ya, ve hope, so ve can haf a day off every veck und not jyst wonco in awhile. So long now.
—DER MAD SVEDÉ

September 9-10, 1948

The Men's Bowling League 48-49 season got under way and the Muskoglers and Modulators celebrated the occasion by sweeping all four points from the Prop Busters and the Ware Bees respectively. Brandy Wentworth jumped the gun by outbowling all the boys, to rack up high single on 228 in his first game, and wound up the night with high total of 559. The Muskoglers teamed up to produce high total single of 789 and 2138 for high series.

September 16-17, 1948

The Modulators continued the torrid pace by sweeping the Pontoces for all four points to retain their immaculate record of no losses. Captain Norm Beuter's 479 total aided the Six Bit Gang to win all four points to move into undisputed second place. Captain Bob Burns' high single of 197 and 534 series was not sufficient to "quench" the hot Koe Birds who got team high single of 759 and high series of 2138 to equal the season high.

September 23-24, 1948

The high flying Modulators retained their tenacious grip on first place by splitting their series with the second place Six Bit Gang aided by Coc Warner's 191 single and 499 series. The fast coming Key Clicks indicated a definite intention to make things tough by knocking off the season's high team single of 813 and season's high team of 2292 aided in no small way by Johnny Mattson's 212-205-154 - for the season individual high series of 571. The boys really got the kinks out of the arms this week, coming through with a total of eight 200 games.

September 30 - October 1st, 1948

The Grubstakers missed by one pin in trying to stop the king pin Modulators, but lost all four points in the process. The second place Six Bit Gang duplicated this feat to stay in place by sweeping their series with the Ethorites. Genera-

(Continued on page 31)

(YOUR OCTOBER LUKLUX HAS BEEN DELAYED BE-
CAUSE OF OTHER PRIORITY PUBLICATIONS - ED)

lly speaking, the scores and averages dropped a bit this week. (the boys have developed kinks again). George Karabelnikoff turned in a neat 554 series for his first attempt this season to top the individual averages.

October 7, 1948

Aided by Captain Norm Beuter's 452 series the Six Bit Gang rolled themselves into first place by taking all four points from the Construction Engineers, while the Prop Busters were dumping the Modulators from first to fourth place by sweeping all four points assisted by George Karabelnikoff's 488 series.... George Lacaille of the Key Clicks had high series of 533 and high single of 203 for the night. Bob Parkins with a 202 game also broke into the select 200 class.

TEAM STANDINGS	WON	LOST	PCT.	AVER.
1. Six Bit Gang	17	3	.650	647
2. Koo Birds	15	5	.750	668
3. Key Clicks	14	6	.700	720
4. Modulators	14	6	.700	661
5. Prop Busters	13	7	.650	696
6. Sad Sacks	13	7	.650	675
7. Klondikes	13	7	.650	648
8. Muskoglers	10	10	.500	688
9. Pentodes	8	12	.400	638
10. Constr. Engrs.	6	14	.300	636
11. Mechanics	6	14	.300	627
12. Wero Bees	6	15	.250	618
13. Grubstakers	3	17	.150	651
14. Etherites	3	17	.150	621

Individual High Singles:

1. Wentworth 228
2. Mattson 212

Individual High Series:

1. Mattson 571
2. Wentworth 559

Team high single	Key Clicks	813
Second high	Key Clicks	810
Team high series	Key Clicks	2293
Second high	Key Clicks	2292

SURVEY SHOWS DECLINE

CONFIDENTIAL REPORT

DEMO. & G.O.P. -- Balance Sheet

Year ending Jan. 1, 1949

Population of U.S. 135,000,000

People 65 or older 37,000,000

Balance left to do the work 98,000,000
People 21 or younger 54,000,000

Balance left to do the work 44,000,000
People working for Govt. 21,000,000

Balance left to do the work 23,000,000
People in Armed Forces 10,000,000

Balance left to do the work 13,000,000
People in City & State Ofcs. 12,800,000

Balance left to do the work 200,000
People in Asylums & Hospitals 126,000

Balance left to do the work 74,000
Bums and others who don't work 62,000

Balance left to do the work 12,000
People in jails 11,998

Balance left to do the work 2

TWO - YOU AND I

- AND YOU'D BETTER GET A WIGGLE ON
- I'M GETTING DAMN TIRED, RUNNING
- THIS COUNTRY ALONE.

ASTERISKS-

(Continued from page 27)

about fish traps, pro and con. To a poor consumer such as I, the price of canned salmon is such that it makes little difference if it goes higher, so vote out the traps!

Cleveland captured the worlds series for the first time in 28 years. Hoory! Two Cleveland Cops tested liquor, 4 oz. each; then in tests one was adjudged, stinko, but the other was found to have better coordination than normal. Wonder what that proves?

SEPARATIONS

(Continued from page 26)

Edris B. Smith, clerk stenographer, Aircraft Division, Anchorage.

ANF PLANT & STRUCTURES BRANCH

James A. Hall, general mechanic, Maintenance Division, Sitka.
Porter W. Kilpatrick, airways engineer, Engineering Div., Anchorage.
James B. Kanro, engineering draftsman, Office of Supt., Drafting Section, Anchorage.
William B. Scott, civil engineer, Engineering Div., Anchorage.
Charles Weissinger, engineering draftsman, Office of Supt., Drafting Section Anchorage.
Margaret E. Wells, engineering draftsman, Office of Supt., Drafting Section, Anchorage.

BUSINESS MANAGEMENT BRANCH

Phyllis Cooper, clerk stenographer, Contract & Procurement Division, Anchorage.
George E. Frazier, Jr., property clerk, (record), Property Management Div.
Mary Ellen Frush, clerk typist, Accounts Division.
Gerald L. Glover, storekeeper, Alaska Supply Section, Seattle, Washington.
Wanda C. Johnson, clerk typist, Property Management Division.
Ruby E. Maerz, purchase clerk, Contract & Procurement Division.
Jean A. Mayfield, clerk (Mail) Office Service Sec., Mail & Files.
Ronald M. Short, aircraft mechanic, Aircraft Service Division.
Ruth M. Sallows, clerk (Files), Property Management Division, Anchorage.
Shirley Fay Young, clerk stenographer, Contract & Procurement Division.

Valla Herche, Payroll Section, was most pleasantly surprised when on their sixth wedding anniversary, her husband presented her with a bowling ball of her very, very own - complete with an attractive leather case. Congratulations, on your anniversary.

BOREALIS BRIEFS

We had our first peek at the Weather Bureau publication, this week, and discovered it was most interesting.

They feature news from their many stations, such as we do in Etukluk, and the Alaskan Borealis Briefs has a very professional looking printed blue and white cover. If you have access to this paper, give it a "perusing".

The word "service" is defined in Webster's Dictionary as "conduct" contributing to the advantage of another or others". On the surface, the definition of this word appears insignificant; in the actual conduction of affairs it is probably one of the most important words in any language. --3rd Regio

CQ

(Continued from page 14)

Joe Adair at Port Heiden reports the George Gillingham as KL7NL and himself as KL7NW as the ham population at that station. Those three empty seventy foot antenna poles near their quarters area down there have always intrigued me.

Harvey Aldridge (KL7EW) in Anchorage, has a fine 33 foot counterbalanced tower with a motor driven rotator to go with it. He is cooking up a combination ten and twenty meter boom to crown it with. The antenna itself is like the proposition in that last sentence - the last thing to be added. --RoFD.

AUTUMN IN ALASKA

When it's Autumn in Alaska, and it's 30 Fahrenheit. When the wind blows in the daytime and doesn't quit all night. How I love my warm red flannels with their drop-seat drawers and such. Then, whether we have fishtraps doesn't seem to matter much. Just as long as I have blankets and a fire in my stove. And can see snow-crowded Susitna 'cross the inlet that I love. Let the big fish fight the small ones, let them battle clear to home. I'll just button up my trap and stay in my Alaskan home.

J. Sinclair

ALL-WEATHER PROGRAM

Reading a paper prepared by D.W. Rentzel, CAA Administrator, and himself before the Society of Automotive Engineers in Los Angeles, Fredrick B. Lee, CAA deputy administrator, listed the status of the major items in the first phase of the Radio Technical Commission for Aeronautics' all-weather flying program.

This first, or Common System Transition Program, he said, must be operating within five years. Many parts already are under way, and while it will not provide complete all-weather flying as envisioned in the Common System Ultimate Program it will do much to relieve present congestion and increase schedule reliability.

More than 300 omni-directional ranges are being put in operation this year by the CAA and they are expected to be in general use before the end of 1949, Lee reported.

Operational tests of primary surveillance radar now are going on and procurement contracts probably will be let during this fiscal year.

EQUIPMENT SPECIFICATIONS

The Air Navigation Development Board is studying the requirements for secondary radar coverage and expects to have development specifications ready by July of next year. Both types of radar should be in general use by 1953 or 1954.

Distance measuring equipment to give the pilot continuous information of his position is now being developed by the Air Force and the CAA and this equipment is expected to reach the stage of limited procurement and operational trials by July, 1951.

The first test model of a mechanical interlock system designed to replace the laborious hand posting of aircraft movements, is now being installed at Washing-

ton National Airport and procurement specifications will be ready next year.

Already service tested for civilian use at Washington, New York and Chicago, precision beam radar, known commonly as GCA, will be extended through contracts for additional equipment already let and more contracts to follow.

Approach control timing equipment is now at the stage of final operational testing, but devices for helping get maximum use from airport runways must be developed and probably will not come into general use before 1954. Lee added that a number of pieces of airborne equipment also must be developed for the transition program. Many of these, he said, are now in various stages of development, and specifications for the others will be ready by next year.

Lee told the engineers it is estimated the full program of the RTCA will cost \$1,100,000,000 and will require fifteen years to be placed in complete operation. But when it is finished in 1963 it will cradle our civilian and military aircraft with certainty and safety from the time of take-off to landing, he declared. These are some of the ways this will be accomplished:

Some Major Phases

A Time Utilization Device will determine in advance whether a proposed flight plan is free of conflict with other traffic. Each plane will have a private communication line whereby the pilot will be able to communicate privately and independently with CAA traffic controllers.

Aircraft instruments will provide constant information to a pilot about his distance and bearing to known points. A secondary radar network enroute will constantly determine the position of a plane in flight. Specialized air space separation equipment and air traffic control equipment will automatically watch over

the air space at all times to prevent collision hazards both between aircraft and with fixed obstacles such as mountains.

Automatic flow control equipment will notify a pilot of the number of minutes and seconds he is ahead or behind the schedule so that he can adjust speed accordingly to make his approach at destination in accordance with his flight plan.

Each aircraft approaching destination will be automatically channeled and sequenced into the final glide path to the runway. Automatic equipment will keep a landing aircraft in precise time relationship to the new aircraft ahead.

And a special radar will keep watch over ground traffic during bad weather.
--AMERICAN AVIATION

C.A.B. PROBES CRASH

Northern lights may have caused a Northwest Airlines pilot to fly into the side of Mt. Sanford, Alaska, March 12, 1948, bringing death to 24 passengers and the 6 crew members, the Civil Aeronautics Board stated in a recent report on the accident.

The pilot was off the airway and probably could not see the mountain, which probably was obscured by clouds or the aurora borealis, or both, the Board found.

The accident occurred shortly after the flight left Anchorage enroute to New York City. Communications were received from the flight to within approximately a minute before the crash and no mechanical difficulty was reported. Shortly before the crash, the aircraft was seen flying in an easterly heading south of the Gulkana radio-range station and off the airway, which is deflected to the north from the Gulkana station to avoid the 16,208 foot high peak which the plane subsequently struck.

"NEW AIRPORT AT MANILA" WRITES GRIGGS

(Makluk's Editor received the following letter from Chandler B. Griggs, who is now Airways Engineer in Charge, at Manila. Mr. Griggs is well known in Alaska, as are several of the persons he mentions in the letter. We appreciate not only the news it contains, but also the fine comments he makes about our paper. We are printing the letter in full, and also the press release that he enclosed with it.)

"The Editor, Makluk Telegraph:-

Enclosed is a copy of a press release given to all newspapers in Manila.

"Some of your readers may not know that CAA has a young Federal Airways office in Manila, much like that which was in Anchorage during the years 1939-1940, before the christening of the 8th Region. As a gesture of goodwill toward the Filipino people, the U.S. Congress, in 1946 and subsequent years, has appropriated about \$150,000,000 for the Rehabilitation of the Public Health, the Fisheries service, Coast and Geodetic Survey work, inter-island shipping, ports and har-

(Continued on page 35)

Apparently the pilot, a veteran of many flights over the route, decided to fly directly from Gulkana to Snag, 170 miles to the east, thus avoiding the slightly longer route of the airway, the Board decided.

"It is probable that the pilot, relying on good visibility, felt confident he would see Mt. Sanford and be able to safely circumnavigate it", the report stated. "Though no clouds were reported, the top of Mt. Sanford could very well have been capped with a thin layer of clouds. Such a layer of clouds would not only have tended to obscure the mountain but may have acted as a reflector for the aurora borealis which was observed to be particularly brilliant the night of this flight". --Aviation Inf.

hours, roads and bridges, and air navigation facilities. The CAA program calls for an expenditure of \$8,000,000 during the three year period ending June, 1950.

"Our program got under way a little over a year ago when we took over the operation of a small air-ground and point-to-point station from Pan-American in Manila. Using equipment begged, borrowed and stolen from the Armed Forces, we now have a sizeable OFACS station, an SRAZ radio range, a Traffic Control Center, and a Tower, at Manila airport.

"The undersigned, whom some of your ancient readers will remember as Chief of the Airways Engineering Branch in Anchorage during 1942-1943, has been in Manila since February, 1947, in local charge of our program. Responsibility for the program is in the Ninth Region, but a roster of personnel should sound familiar to Mukluk readers. In Honolulu there is Regional Administrator, John W. Beardslee, P and S Branch Superintendent George McKeon, John Iroton, Dick Date, Paul Porter, Leroy Shaylor, Glen Neitzert and C. Morgan Holmes. John Flanning has been operating up and down the Philippine archipelago for P and S, and our chief radio engineer is John Lewis of Aleutian fame. Right behind him as CMO for Manila is that old southern gentelman, Robert E. Lee of Dutch Harbor. At the OFACS station are Robert Kazragis, Arthur Pallagi, Juneau, Roy Nelson, Northway, and "Professor" Burton V. Stevens of Minchumina. The "Professor" is in charge of the training school for Filipinos here. Last, but not least of the Alaska veterans, are my wife, and my six year old daughter Helen, who was born in Anchorage.

"Life in Manila is much like that in Anchorage, shipping strikes and all, with the possible exception that we don't have to worry about getting in a winter's supply of firewood for heating purposes. It is a rare day when the thermometer does not reach 90 for several hours. Mosquitoes are the same breed, and all the Alaskan

mosquito stories can be applied here, except that ours do not tunnel through snow to come out and bite you, and I suppose yours have not yet acquired the nasty ability to give you malaria or dengue fever.

"The International airport at Manila may not be as fine as the ones you are building at Anchorage and Fairbanks, but I am sure that Bob Gobo (he rates an honorary degree from the Eighth Region, does he not?) of Morrison-Knudsen, can build us a runway which will not have any fros heaves in it.

"We of Alaska enjoy reading the MUKLUK, and we hope you keep up the good work of publishing it." --CHANDLER B. GRIGGS.

PRESS RELEASE

OCT 12

"Rehabilitation of Philippines" was forwarded a stop today when Thomas W. Bygate acting as contracting officer for the United States Civil Aeronautics Administration, placed his signature on a contract for the construction of a new runway at Manila International Airport. As a result of bids opened on September 6, a Pil-American combine was awarded the work, and construction will be started this month. Harsco Inc. of Manila, and Morrison-Knudsen Inc. of Boise, Idaho, will construct the airport runway as a joint venture, and the estimated value of the contract is 5,240,000. The project is being paid for by the United States from funds appropriated under the Philippine Rehabilitation Act of 1946.

Signing of the contract took place in the office of the United States Airways Engineer in Charge, Mr. Chandler B. Griggs, and was witnessed by several Philippine and U.S. government officials, including Colonel Jesus A. Villamor, Gen'l Manager of National Airports Corporation, Major Andres O. Cruz Administrator, Philippine Civil Aeronautics Administration, and Mr. Ernest Fraser, Chief Construction Engineer for the United States Civil Aeronautics Administration.

Construction of the new runway will be in accordance with the latest standards of the United States Civil Aeronautics Administration and the International Civil Aviation Organization for international airports at major terminals. The surface of the new runway will be of hot-mix asphaltic concrete and will be strong enough to accommodate largest commercial aircraft used on international routes. The contract provides that the runway will be completed within 300 calendar days from the start of the work.

When it became known that the United States Air Force would move its permanent base from Manila to Clark Field, the late President Manuel A. Roxas, after consultation with Philippine and United States Civil Aeronautic Administration officials designated Nichols Field as the location of the Manila International Airport. The National Airports Corporation, under the management of Colonel J.A. Villamor, acquired temporary custody of Nichols Field from the United States January 2, 1948 - and with the completion of the temporary airport terminal building in July, all domestic and international aircraft began to use Nichols Field. Many improvements to the field have been made by the MAC - but it remained for the United States to construct the major improvement to the field, namely a paved and lighted runway more nearly oriented to the prevailing winds, and capable of handling aircraft even larger than the Douglas Peacemakers now being used by the Philippine Air Lines.

The contract which was signed today, provides for the construction of the Northeast-Southwest runway, 7500 ft. x 200 ft.; a paralleling taxiway, 5500 ft. x 80 ft.; a parking apron, 800 ft. x 400 ft.; extension of the existing northwest-southeast runway eastward 1850 ft. to its intersection with the new runway; extension of the existing northwest-southeast taxiway 4000 ft. eastward to intersect the new runway; and construction of 2000 ft. of paved access highway as an extension to the main road which passes by

the 23 large hangars now being used by the American Graves Registration Service.

The airport contract includes the following items of work: grading, 879,300 cubic yards; reinforced concrete pipe, 11,520 lin. ft.; structural concrete, 120 cu. yds.; duct for lighting, 5500 lin. ft.; sub-base materials 187,200 cu. yds.; crushed base course 99,950 cu. yds; asphaltic concrete surface course, 340,000 sq. yds. The Bureau of Public Works, under an agreement with the United States will furnish dredged material from Manila Bay for the sub-base course. The Contractor will provide all other material and equipment.

A subsequent contract will provide for the installation of high intensity lights along both the new runway and taxiway and along the existing runway and taxiway. A modern traffic control tower will be erected by the United States near the intersection of the runways, and the value of the completed improvements will be in the neighborhood of 6,000,000. Future plans of the National Airports Corporation call for the improvement with Philippine funds, of the existing runway and taxiway, and construction of a permanent terminal and administration building at the intersection of the runways.

In order that the Manila International Airport may be provided with the necessary airway communications and traffic control facilities, the United States is spending 3,000,000 for the construction of the transmitting and receiving stations necessary to provide direct radio communications with ground stations at Honolulu, Guam, and the neighboring countries in Asia. Direct communications with aircraft flying on International & domestic routes will also be provided.

The air navigation facilities agreement between the United States and the Philippine governments stipulates that the necessary land shall be provided by the Philippine Government, and acquisition of sites is now in progress.

In order that the Philippine Civil Aeronautics Administration may be in a position to maintain and operate the communications and air navigation facilities being constructed by the United States, the United States has, during the past year, spent over 2,000,000 for the training in the United States, of 100 pensionados, and the maintenance and operation, using forty Americans and about 160 Filipinos, of temporary communications services and radio aids in Manila and Cebu. Due to the limited funds available for this work, it is necessary for all costs of maintenance operation beginning in July, 1949.

Ground surveys and engineering plans for the construction of the airport were prepared by Filipino engineers and draftsmen working under the supervision of Messrs. Ernest Fraser and Samuel P. Howell, U.S. CAA engineers and Antonio L. Espititu, engineer for the Philippine Civil Aeronautics Administration.

Messrs. N.D. Teters and Robert R. Gebo, both of whom are vice-presidents in their organization, will handle the work for Marscon and Morrison-Knudsen, respectively.



HANGAR MAINTENANCE

Often I have wondered about the various jobs that are in our organization and, after some thought and reading, have run upon a definition for one of them. Probably some of you have heard this before, but here 'tis anyway:

AN ENGINEER

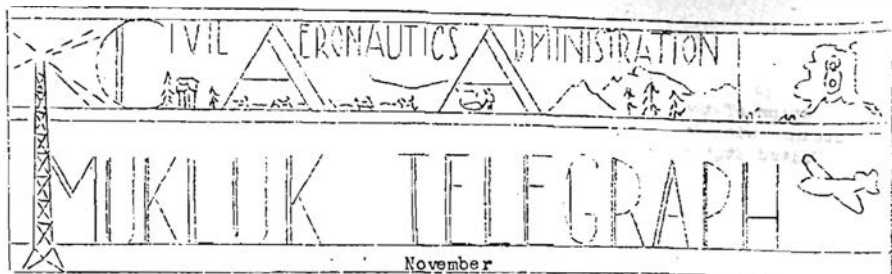
He must be a man of vision and ambition, an after-dinner speaker, a before-and-after dinner guzzler, a night-owl-work-all-day-drive-all-night and appear fresh the next day. Learn to sleep on the floor and eat two meals a day to economize on traveling expenses.

He must be able to entertain the boss's wife, his senior's sweeties and pet stenographers without becoming too amorous. Inhale dust, live outside at 40 below, work all summer without perspiring or acquiring E.O.

He must be a man's man, a lady's man, a model husband, a fatherly father, a devoted son-in-law, a good provider, a plutocrat, a Democrat, a Republican, a New Dealer, and old dealer and fast dealer, a technician, electrician, politician, machinist, mechanic, polygamist, ambidextrous, specialist on priorities.

He must be a sales promotion expert, a good credit manager, correspondent, attend all conferences, tournaments, funerals and births; visit fellow-workers in hospitals as well as jails. He must contact all other branches of the organization as needed and in his spare time look out for the interest of the mechanical branch, the commissary branch and air freight branch.

He must have a wide range of telephone numbers when entertaining visiting executives and inspectors. He must also be an expert driver, talker, liar, dancer, traveler, bridge player, poker player, polo climber, expert on runways; know how to fly an airplane, row a boat



CIVAIR PLANS DANCE

It's that season again when we can count on a big Christmas dance to be given for Civair 8 members and their guests...and that's exactly what the Club is doing.

Plans are nearing completion, according to Connie Clayton, General Chairman for the affair. The Ambassador Club has been obtained for the dance, which will be held December 17.

"Operations" will get underway at 9 O'clock, and continue till 1 AM. Now if that is too late for any of you, it may be possible for you to leave at midnight but judging from the entertainment the committee has planned, we don't believe you will want to miss one minute of it.

This dance is to be semi-formal, and if you are anxiously awaiting a chance to wear that long dress, here it is. To those of you who would rather wear informal or street-length dresses, that TOO will be fine. We know this doesn't interest you men, but what the little wife wears is purely up to the individual. So don't want anyone to stay away because of "set rules" concerning garb.

Committee Chairmen have been named and will appoint their assistants. The following will serve as Chairmen: Publicity, Pete Verdin; Tickets, Norman Beuter; Arrangements, George Perina; Music, Lance Harvey; Decorations, Dick Pastro and Robert Toitjen; Prizes, Bob Parkins.

BRITISH FLYER HERE

Mrs. Richarda Morrow-Tait, young red-haired flyer from England, has been in Alaska for over two weeks at this writing. She stopped in Anchorage enroute to Canada, but was delayed for a week due to engine trouble.

Mrs. Morrow-Tait and her navigator Michael Townsend were in a small plane which is similar to the American Cub and is called a Percival Proctor. The round-the-world trip was financed by Mrs. Morrow-Tait for no particular reason except the fact that she had always wanted to accomplish this project. She is a former model, and is the mother of an 18 month old baby, who is with her husband in England.

After much concern and work by both Merrill Field and Elmendorf Field, they were able to land here in a boiling fog which completely engulfed the airport. It was only by Ground Control Approach, that she was able to make a safe landing after three unsuccessful tries. She was nearly out of gas when the plane finally nosed onto the runway at Elmendorf Field and many cold spectators breathed sighs of relief when the two worried passengers crawled out of their small ship.

Mrs. Morrow-Tait and Mr. Townsend, left Anchorage for Canada, but were soon forced down along the Highway, which was running parallel to their flight. They were being escorted by an Army plane which saw their plight and dropped emergency supplies. Neither of the occupants

(Continued on page 29)