



WASHINGTON ASKS BIDS FOR FIVE MANAGER JOBS

Washington has asked for bids throughout all of CMA for the five CAP-12 positions involved in the Eighth region's new station manager plan, the Station Manager Selection Board was informed last week. Bids are to be in Washington by April 23.

Washington will determine the three highest candidates for each position according to a point system, and the Eighth region will select the managers from this group. It is expected that the names of the men finally chosen for the five positions can be announced the first part of May. Henry Newman, chairman of the selection board, said last week. The five managers to be selected (Continued on page 34)

MAURICE BENNINGFIELD CREDITED WITH PROMPT LOCATION OF WRECKED PLANE

Quick thinking on the part of Communicator Maurice Benningfield of Gulkana in taking an impromptu bearing on the burning wreckage of the Northwest Airlines DC-4 which crashed into Mt. Sanford the night of March 12 has been credited by Eighth region officials with the prompt location of the wreckage which otherwise probably would never have been found.

Letters of commendation were sent to Benningfield and Communicators Agnes Bennett and Layton Bennett by the Airways Operations branch praising the three operators for the "fine assistance rendered in the search activities" while handling air-ground communications for all the search planes that were in the area the morning after the crash.

Benningfield was on watch the night of the crash. After receiving a phone call from the Road Commission at 9:20 PM wanting to know what the red glow in the sky to the northeast was, he immediately investigated and saw what appeared to be a fire on Mt. Sanford. He had heard the Northwest plane fly over the station at 9:03 PM and had received such a position report from Anchorage on the plane. As Gulkana does not have facilities to work Northwest frequencies, Benningfield called Anchorage at about 9:28 and asked that station to have Northway attempt to contact the Northwest Airlines flight, realizing the fire could possibly be the aircraft. He was informed that Northway was unable to make contact with the Northwest Airlines plane.

(Continued on page 24)

CLUB DISCUSSES SOFTBALL TEAMS AND PHOTO CONTEST

Organization of men's and women's softball teams for this summer, an all-region photo contest and a coke dispenser for the Federal building all came in for discussion at the April meeting of the Civair & Club executive committee.

Winning tickets on the raffle of a pistol and an overnight case were drawn by committee members at the meeting. Mary Humphries, secretary of Plant and Structures, won the overnight case with ticket No. 18, and W.R. McDaniel, Plant and Structures engineer, held ticket No. 124 to win the pistol. Net profits from (Continued on page 32)

MUKLUK TELEGRAPH

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Airliners Landing This Winter On New "Radio Highways"

This is the second in a series of four articles on Very High Frequency radio and the growing part it is playing in civil aviation. This month's article discusses the Instrument Landing System which is playing a large part in airline safety and regularity this winter and spring.

WASHINGTON--Back in 1938 CAA engineers as well as many others were working on an instrument landing system using Very High Frequency. By the time war broke out it was ready for installation at major airports. The Army took over the equipment and contracted with the CAA to install the system at many fields. Under the Army name of "SCS-51" a similar but portable instrument landing system won an enviable reputation for "bringing them in okay" despite low ceilings.

By this winter more than 50 major United States airfields have been equipped with the CAA Instrument Landing System. Eleven of the major airlines are using the ILS equipment to land safely even when ceilings are as low as 200 or 300 feet. The ILS transmitters, installed on and near the airport, send out three kinds of VHF beams simultaneously. Together they form an invisible highway down which the plane descends toward the runway at an easy two or three degree glide angle.

The runway localizer, which shows the pilot how to fly a straight bearing toward the runway, uses radio channels between 108 and 112 megacycles. The glide path, which indicates the correct angle of descent, operates on about 335 megacycles, slightly above the upper limits of VHF. The third transmission is a series of marker signals which show the pilot how close he is to the runway as he comes in on final approach.

During a low-visibility approach, time is critically short for the pilot in the cockpit. Four-engine aircraft normally approach on instruments through the overcast at a speed of about 120 miles an hour, or 180 feet per second. After the pilot "breaks through" the low clouds and sights the runway he has only a few seconds to make final adjustments for touchdown. For this reason the ILS system is supplemented with approach lights on the ground. These permit the pilot to glimpse the ground and begin his visual landing a little sooner than otherwise would be possible.

The pilot in the cockpit, coming down through the gray fog, watches a dial called a "cross-pointed indicator." This has two crossed needles, one vertical and the other horizontal. The vertical needle is pivoted at the top and the horizontal needle at the side. The vertical needle tells the pilot not only when he is moving

(Continued on page 28)

FBI INVESTIGATING SOME LOYALTY PROGRAM CASES HERE

More than a million federal employees have been cleared by the FEI under the Federal Employee Loyalty Program and to date 777 full field investigations of questionable employees have been opened, the Department of Justice announced recently. Some of these cases are being investigated locally, according to Clinton W. Stein, special agent in charge of the FEI in Alaska.

The FEI has processed 1,005,944 employee loyalty forms marked "No Disloyal Data." Of 170 field investigations completed, the FEI has conclusively established the employee's loyalty in 33 cases. In five cases the individuals were found to be no longer employed by the Government and 56 employees resigned during the investigations before the Loyalty Hearing board had an opportunity to consider the FBI reports. The Civil Service Commission is currently considering 94 cases.

The FEI does not begin full field investigations under the Loyalty Program unless it receives facts which come within the purview of the standards established by the President's executive order, the Department of Justice said. If such information is received, the duty of the FEI is to establish the truth of the allegations by corroboration or develop the falsity of the statements by facts. It does not make any recommendations or set forth any conclusions, but merely submits a report. Any action as a result of the FEI investigations must be taken by the employing agency.

TELETYPE SCHOOL

Maintenance technicians attending the April class of Teletype School are James G. Sherry, Homer; James P. Murdock, Lic-Grath; Dale E. Robinson, Yakutat and Clifford E. Holden, Nonana. This class, number ten, began April 5.

DAN SETCHFIELD ELECTED TO ANCHORAGE COUNCIL

Dan Setchfield, Plant and Structures engineer, has become the first CAA man to hold a municipal office in Anchorage since his election April 6 for a two-year term on the city council. The Civil Service Commission this year approved an exception to the Hatch Act allowing federal employees in Anchorage to participate in local government.

A record of 2296 people voted in the election, and Setchfield polled 934 votes for one of the three two-year terms. Frank Berry, radio engineer, was also a candidate for the two-year council term and came in a close fourth with 654 votes, only 62 behind Setchfield.

And then there was the sophomore who went out to get a drink and missed his entire junior year.

The following communicator assignments recently have been made:

NEW ASSIGNMENTS

Robert Edwards	Umiat
George Puckett	Fairbanks
Robert Penland	Anchorage
Richard Moore	Anchorage
Finley Weldon	Anchorage
William Spencer	Anchorage
James Beggin	Anchorage
George Cooper	Anchorage
William Hathaway	Annotte Island
John Earner	Fairbanks
J. B. Whalen	Fairbanks
Lynn Genung	Naknek
James McCoy	Nome
William Cook	Nome
K. R. Bartlett	Annotte Island

RE-ASSIGNMENTS

Edward Bower	Juneau
Benjamin Gates (CACOM)	Yakutat
Jack Koeneman (as SACOM)	Nome
Mildred Horsfall	Fairbanks

FROM 900 TO 1000 TO GET EFFICIENCY RATINGS

It's report card time again in CAA!

During the past month efficiency ratings have been given to almost all personnel in the region and it is hoped that by the end of this month both rating and reviewing officials will be done with their part of the yearly task.

It is estimated that from 900 to 1000 efficiency ratings will be made in this region this year. After a rating has been given by an employee's direct supervisor, it is reviewed by a reviewing official (the highest supervisor in that particular line of authority) and eventually it is reviewed and made official by the signature of the Regional Efficiency Committee. The committee hopes to inform all employees of their final ratings by May 15. All CAA employees who have been in the same grade for 90 days or longer will receive this regular efficiency rating.

Results of these ratings are used for guidance in making salary increases, reductions-in-force, separations and promotions. The ratings are made according to a complicated "element pattern" which attempts to make a very detailed measurement of the employee's performance compared to the standard of performance on the job. Specific element patterns have been prepared by the Central Efficiency Rating Committee in Washington for most of the jobs in CAA.

Marking according to the element pattern results in one of five adjective ratings for the employee. The rating of "good" is standard for the job. "Very good" and "excellent" ratings are for performances that are better and much better than expected; and "fair" and "unsatisfactory" show poorer performances than are expected of the average employee.

PETERSBURG POSES PERTINENT POINT

You might say Petersburg had a point when it returned the station revolver issued during the war to the Property Management division in Anchorage recently as requested. A note accompanying the gun said, "I could get a deer with this thing down here. What are you going to do with it?"

Stations are required to turn in government guns which were distributed during the war except where they are needed "for protective measures." Big Delta asked to keep its rifle because of the necessity "to shoot wounded buffalo and to protect station personnel from wild buffalo and bear in cooperation with the Wild Life Service." Property said Big Delta could keep its gun.

Under new Civil Service Commission rules, employees may not be given fair or unsatisfactory ratings unless they have received advance warning. Also new this year is the requirement that each employee sign on the reverse side of his rating form that the rating has been discussed with him.

Chiefs, NTIC's and CMO's rate field personnel under their jurisdiction, and they in turn are rated by inspectors or traveling Regional Office personnel. Branch superintendents are rated by the assistant regional administrator, he is rated by the regional administrator, and the regional administrator is rated by Washington.

Efficiency ratings have been conducted since 1923 under authorization of the Classification Act, which set up the CAF and associated grades. Members of the Eighth region's Efficiency Rating Committee are appointed by the regional administrator, each for a different number of years. This year's members are Hervey Aldridge, chairman; Hal Noggle, Allen Kulon, Jack Jefford and George Perina.

ABOUT THOSE HAIRCUTS



The question of how long Anchorage CAA men may go without a haircut since the rise of prices April 5 from \$1.50 to \$2.00 per tonsorial trim was discussed in a memorandum to Anchorage personnel from the office of Regional Administrator Walter P. Plett the first of this month, dated, by the way, April 1.

The memo, which was a "result of inquiries received from Anchorage employees" concerning the matter, stated that "it is felt that the increased cost of haircuts places an unreasonable burden upon the employees stationed in Anchorage." Although all CAA employees are of course required to maintain "a neat and sanitary appearance," the memo said that no question will be raised "over the extension of the normal period between haircuts to five or six weeks or longer, provided there is no interference in the employee's general efficiency."

Office wits immediately set about defining "interference in the employee's general efficiency," and at least one decided it meant just so long as a person doesn't get caught in the machines.

THREE LEAVE FOR SCHOOL

Three men from the Communications branch left early this month for Instrument Landing System school in Oklahoma City. They are: Dan Rogers, radio engineer, Anchorage; Dan Fritz, maintenance technician, Hakmek and Gene A. West, MTIC, Annette. They will be gone about three months.

QUARTERS TO BE ENLARGED AT SOME FIELD STATIONS

Remodeling of standard type housing quarters at certain field stations to make them into two-family units by enlarging the attics will be begun in June, J.C. Hooper, superintendent of Plant and Structures, said this month.

The attics will be expanded by adding dormers on both sides and will be made into living quarters comparable to those on the first floor with two bedrooms, a kitchenette, living-dining room and bath. The entrances to the houses also will be modified so each family quarters will have a private entry.

Materials are now being ordered for the work which will continue on through summer and fall. Only 19 quarters will be remodeled at first, due to the limited amount of funds available, but the program will be continued as more funds become available. The alterations will be made first at stations where the housing situation is most acute, Mr. Hooper said.

PARTY WELL ATTENDED

Approximately 200 Civair 8 Club members and their guests took advantage of the club's first "free party" April First at the American Legion Log Cabin.

Ninety top scenic and candid color slides taken by CAA personnel were shown by Turner Wilby and described by Margaret Trimmer, and Andrew Snyder of Fort Richardson showed his colored movies of the break-up of Lake George. Coffee and cookie refreshments and dancing to records followed, with Gail and Howie Kosbau acting as disc jockies.

"Is he to be trusted?"

"I'll say he is. He worked in a Turkish bath for two years and never took one."

ANCHORAGE ASTERISKS

This column was scooped. Yep, s-o-double-o p'd. Seems a somewhat elastic deadline permitted inclusion of the Dr. Kendrick raw deal news in last month's MUK. Meanwhile we busily collected notes and ransacked the dictionary for nasty words to describe the local MD's. Guess we could still write 'em and still be right, but might be a bit stale since you've already read the news.

Of some interest was a statement made by a "spokesman for the Anchorage medical men" in a newspaper story here expressing the complaint that Dr. Kendrick would not have to "come up the hard way like the rest of us" because he was in a salaried position. Wonder if practicing in a boom town like Anchorage for the past five to seven years and making a pile from it is the hard way?

A squawk also was made that Government equipment might be used for private practice by Dr. K. - but it has been admitted that a local MD is practicing with a major portion of his equipment furnished by an agency of the Government. Anyhow, if you isolated CAA'ers fail to get on-tap medical service, you can console yourself with kindly thoughts for the doctors in the Anchorage medical nanger.

High spot as this goes to press are the city election results. It is believed a fairly solid CAA vote placed Dan Setchfield on the city council for two years, and Frank Berry just missed the same when he ran a close fourth in the voting. About the politics and "strange bed-fellows" saying; also running for the same office was a chap, doing 60 days in the clink for running a gambling game; and another who was under indictment for perjury.

Pre-commissioning publicity leads us to hope that by the time you read this we may have a choice in local radio pro-

grams. Station KENI, affiliate of KFAR-Fairbanks, was said to be opening "soon" in a story March 13; and KBYR, Keith Capper's independent venture, 1240 kcs., is said to be ready to go. Perhaps foreshadowing coming competition, KFQD program schedules now appear in the daily Times.

No doubt you have heard about the haircut high cost in Anchorage -- \$2.00 per haircut effective April 5. The front office said in a memo CAA'ers can let it grow five or six weeks, provided it does not interfere with general efficiency. When it grows so long you trip over it and fall on your face, you're inefficient, my lad.



"SCRAM!"

-- Region Air

ABRAHAM LINCOLN WORKED HERE

It may interest our readers to know that during the past five years the Eighth region has had in its employ such notables as ABRAHAM LINCOLN, WOODROW WILSON and ROBERT E. LEE.

Mr. Lincoln worked on a time sheet basis for Construction at Kotzebue from October to December of 1943. Woodrow Wilson was with us from 1945 until 1947 as a mechanic at Naknek and Unalakleet, and Mr. Lee transferred to the Eighth region as an aeronautical engineer from Washington in 1943 and left for the Third region in 1944.

Although these men have left the organization, one may still find Communicators FLICH, BIRD and BIRDSONG at the Anchorage Station, in addition to MARS and MOON. Communications Engineering employees keeping the Anchorage Station on the air include CROCKETT and BOONE.

Communicators SINK and SWIM used to work at the Anchorage Station, but George Sink is now chief at Annette and Charles Swim is in Fairbanks.

Mechanic Bill NOME will probably continue to feel at home at Woody Island as long as FROST, WINTER and STORME remain on the Operations roster there.

We have a KING and a BISHOP at Nome, while our CHURCH is down at Aniak and JESTER is at Summit. WOOD and STEELE are communicators at Juneau.

Walt BEAR is acting chief of the tower at Fairbanks, while WOLFE works at Annette and LAMB is assistant chief aircraft overseas communicator at the Anchorage Station. CAA has its own SHERRY at Homer and BREW at Talkeetna.

We also have a BUTLER at Annette, a BARBER at Cordova, a BAKER at Big Delta,

SEVEN ATTEND FIRST VHF CLASS IN REGIONAL OFFICE

The first class to attend the Eighth region's combined VHF and Radio Range school convened Monday, April 5 and will continue until the middle of May. Members are James R. Vrooman, MTIC, Gustavus; John H. Welch, MTIC at Yakutat who will be sent to Whittier; Gene Isley, Sisters Island; Philip Argall, formerly of Yakutat who will go to Indian Point; Edgar G. Grebe, Hinchinbrook and Bill Knight and Merlin Huffaker, relief MTIC's from the Regional Office.

The school's newly-installed VHF equipment duplicates that of three separate stations; one an intermediate repeater station. It will provide for nine possible teletype circuits, three voice circuits and a small amount of carrier equipment.

Study will include maintenance, repair and operation of the VHF equipment and the lining up of VHF circuits, according to Instructor Frank Merrithew. Instruction will follow mainly along "trouble shooting" lines, he said, posing problems which are likely to actually occur when the Eighth region's real VHF circuits are put into operation and solving them.

Three weeks will be devoted to VHF instruction, alternating lectures and theory with actual operation of the equipment, and two weeks will be spent for the regular radio range instruction.

Then there was the Scotchman who beat his son for buying an all-day sucker at 4:30 in the afternoon.

two COOKS at Galena, a BUTCHER at Japon-ski Island and an USHER at Annette.

And then of course, JAMES THURBER is MTIC at West Palm Beach, Fla., in the Second region.

ROSS SEELY TRANSFERS TO CALIFORNIA POST

L.R. Seely, chief of the Flight Operations division, has transferred to California where he will be an air carrier inspector for foreign operations for the Sixth region.

Mr. Seely left April 2 for a conference in Washington, D.C. regarding the proposed new safety regulations for Alaska and expects to enter on duty in the Sixth region the end of April. He has been with the Eighth region a little longer than two years, having come here from the Third region. R.L. Berner is now acting chief of the division.

IT'S BUDGET TIME AGAIN IN CAA

Branch superintendents and administrative personnel are once again deep in budget planning following the recent receipt of the "Call for the Budget Estimate" for the 1950 fiscal year, which is due in Washington May 28.

These budget estimates involve all the activities in the region. Each branch prepares data for its own individual budget and this information is consolidated in the office of J.E. Goodwin, Budget and Management division chief, with the exception of the EAMF budget which is prepared in Planning and Control.

After the regional estimate is sent to the CAA in Washington, it is consolidated with estimates from all the other regions, and eventually turned over to the Bureau of the Budget. The findings and recommendations of the Bureau of the Budget are those that go into the President's annual budget message to Congress. Then follow hearings by the House and Senate appropriations committees, and eventually an appropriation bill is

STATION FLIGHT DIRECTORY COVERS ENTIRE REGION

Each station will now have ready for immediate reference a concise compilation of flight information data on every other station in the region with the issuance of the "Directory of Station Flight Data," which is now being distributed by the Airways Operations branch.

Compiled from cards sent in by each station, the directory will be used in accordance with Standard Procedures for Flight Assistance Service in giving information to pilots.

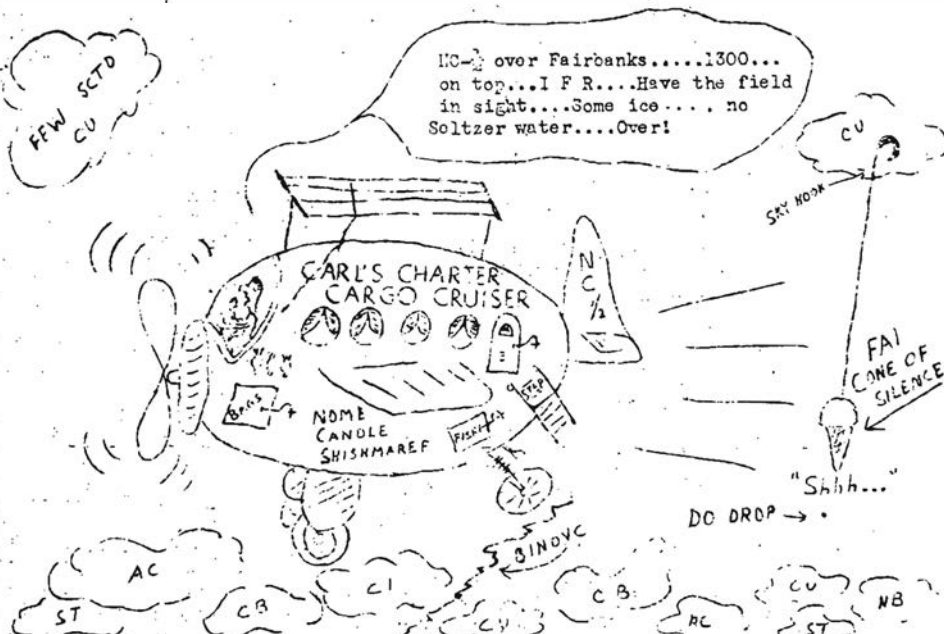
Data on each of the stations (which are listed in alphabetical order) includes the station's longitude, latitude and magnetic variation, call letters, type of range, airport details (including location, elevation and airway), range frequency and courses, control tower if any, instrument approach facilities (such as GCA, SCS51, etc.), glide paths, runways, servicing (including fuel, aircraft storage, repair), obstructions in the area, landmarks and other miscellaneous facilities, such as nearby emergency landing strips and non-CAA facilities.

Two directories will be issued to each station. They have been compiled so that each page can be cut in half for insertion in the station's visible NOTAM index file. One is to be kept intact. The directory will be revised regularly as major changes occur, and stations are asked to keep their own copies up to date in accordance with bi-weekly NOTAMS and similar publications.

Actual compilation of the directory was begun late last fall by Aeronautical Specialist Vincent Spear, and was later taken over and completed by Robert H. Finegold.

passed by Congress. The whole procedure takes about a year, as the Senate is now holding hearings on the 1949 fiscal budget which was sent in almost a year ago.

FAIRBANKS RADIO



COMMUNICATOR MANLEY CARLS DESIRES TO USE CIRCUIT 2458 FOR THIS SERVICE

Announcing -- new super-charged and accelerated charter cargo cruiser service to Shishmaref, Candle and Nome via the luxurious Carl's Charter Cargo Cruisers. Relax amidst the fluffy, downy reindeer hide reclining "pale" seats....Separate compartments for bags and passengers. Free lunches aloft, serving Makkuk Cafe Crunchy Jerky on the hour every hour in flight or while sitting out the weather. Low-price outside wing seats for sourdoughs.

Every pilot on our airlines has at least a fifth grade education and can read CAR-60 on request; and is carrying the fifth edition of "How to Fly in Ten Easy Lessons." Ride with comfort...Ride with safety...Ride with speed...or...last but not least, Ride with Carl's.

If you don't ride with us, it's a long walk to Candle and we are the only charter cruiser line flying the Grate Circle Route, Shishmaref to Candle via Nome. Two-year stopover in Nome if desired, though frankly, we can't see it ourselves.

You don't know what lonesome is 'till you've ridden with Carl's. Tickets on sale at your family grocer's....One in every box of Crusty Kake Flour, plus free silverware and dishes -- and no flour in the box to muss them up.

FAIRBANKS

WEEKS TOWER

WIND WRECKS PLANES

In more ways than one Weeks Field (that's in Fairbanks you know) has broken into the news both here and abroad. That "abroad" means the States! It all began about 5:30 AM March 28 and has been going on, more or less, ever since.

With a wailing howl, Mother Nature let loose with a blast of wind that took its toll in every quarter of the town. At the airport here some 25 to 30 planes took it on the chin in various stages of damage. Some had holes punched in them, while others wrapped their wings around their neighbors as if in loving embrace. Still others came to rest in a very undignified attitude -- on their backs! Local gossip has it that some of the "wrecks" have been sold for 1 1/2 C's. That will give you a slight idea of the aviation situation here.

Around the town, poles and trees came in for their share of "push-overs." During the storm the Weather Bureau reported a total of something over an 11-inch snowfall and it has been snowing off and on ever since, until now it very probably will add up to 15 inches or better. And to make it worse, the temperature has been right at the freezing point or above part of the time, giving us all a wet and sticky time. Through all this, the wind gave Tower personnel a rocking lullaby for the better part of two days. Gusts of up to 50 and 60 miles were our rather dubious pleasure!

March also saw the departure of our chief, Bob Graner, and "Our Boy" Goebel to Anchorage and then on to Nulnaok, where it is supposed they are now up to their ears in labor -- at least that is what they will claim! All we can say from here is: "Take it easy, boys, and don't let all the gals down there persuade you from your purpose."

Having lost a chief, we of course needed a new one, and who should show up to fill that vacancy but Walt Bear from ANC. All we can say about that is, ANC's loss is certainly ZFAI's gain--and we do mean gain! Needless to say, Walt has taken up where Graner left off and is, to a certain extent, filling in for Goebel in a few instances. ~~He is~~

Other additions to our staff include one Robert D. Jones (one of the Jones boys) who hails from down Nebraska way, but more recently from Uncle Sugar's Navy Air Force. R.J. has done his part on the Atlantic Coast and in the Pacific Theater for all of us guys and gals, but it is pretty hard to find out just what and where. As the saying goes, "He don't talk much." Bob has a wife and a youngun that we are all in hopes of welcoming to FAI one day in the not too distant future.

Have Dish Water Hands

Both W.M. (Bill Murphy) and A.P. (Andrew Prinster) are suffering with severe cases of dish water hands, incurred from the necessary washing of (you know what) of their individual off-spring! In this case, Bill's labors are confined to the three-cornered variety, while Prinster's are solely concerned with the living room rug!

Considerable interest was aroused recently in an article about haircuts appearing in the local gazette quoting a piece from the Anchorage Times. While as of now, the local tonsorial artists haven't added "air freight charges" to their fees, it is expected momentarily. This is to give fair warning to all -- if anyone from the outside world stops at FAI in the future, rest assured we are still the same ever though we may look like the House of David come to Alaska.

Also during the month we had a nice visit from Pop Davies and Fuzz Rogers in NC-79. It seems they had been checking (Continued on next page)

MAINTENANCE

MORE ABOUT BIG WIND

The "Big Wind" of March 28, when gusts hit a 60 mph record for this neck of the woods and snow fell aplenty, brings some interesting sidelights.

The midnight emptying of waste baskets in the trash burner at the control station took on the proportions of a comic opera, with M/T Rex Spencer and SACCI Merritt Swin mushing the perilous trail through treacherous drifts and a howling blizzard. The fact that the trash burner is a bare 100 feet from the steps doesn't enter into the picture.

Then there was MTIC Bill Cowles donning his polarized sun glasses before venturing the trip to Remote Receivers, and getting stuck anyway with a 4-by-4 truck. The vertical whip antenna on M/T Nickerson's Ford was practically blanketed with snow, only an inch or so stuck up. Any precipitation static, Nick?

New arrivals are: Barbara Sue McCann, whose proud parents are Mr. and Mrs. Robert J. McCann. Bob has the midwatch M/T duties at the control station. Not reported in previous months are Suzanne Marie Nickerson, who arrived at the home of Mr. and Mrs. M.C. Nickerson January 19 and is doing fine, and Master David Kuhns, the lusty young son of Mr. and Mrs. Howard Kuhns.

New personnel are: Maintenance Technician Houston Hitt from Chicago and other points, Charles "Chuck" Shurtleff from Kansas and SGM Hugh Ford who blow in from the windy passes of Summit.

WEEKS TOWER

(Continued from page 10)

a range somewhere in the vicinity of PAI and just happened to drop in. Davies said he couldn't figure out why that "Eight Ball" had been put on the tail of the plane--he thinks it should be some-

CHUGACH FLYING CLUB

HAS SUCCESSFUL YEAR

The Chugach Flying Club, Inc., organized last spring by a group of Regional Office employees interested in private flying, has been highly successful during its first ten months of operation, according to Ed Fisher, club president.

The club owns a 1946 Aeronca Chief, which has been flown 400 hours since its purchase in May, 1947. The landing gear was slightly damaged on two occasions as the result of groundloops, but no major mishaps have occurred. Overall costs of operation and maintenance have been no greater than anticipated. It is estimated by club officers that the total cost of operating the plane is less than half the cross-country rate charged by local flying services.

The club does not retain a regular instructor for its students. Each member is at liberty to engage any pilot for this service who holds a valid instructor's rating. Charles Wayer, 8-44, and Clark Marks, 8-301, have done the major part of the instruction work up to this time.

There are currently 12 active members in the club, three of whom are private pilots. Three of the nine student members have soloed and are expected to earn their private tickets soon.

Anchorage residents interested in joining the club may obtain further particulars from Ed Fisher, Ext. 67, or Ed Sailer, Ext. 66.

where forward of the cockpit--no one knows why he thinks that.

Once more, we come to the close of this session from ZPAI. No one got stuck with an April Fool joke--none were reported that is. If anyone did get caught he isn't talking. So for now, we shall say adieu, au revoir, so long and all the rest of that tripe and - g'wan tuh bed! -- CHAPPIE

THE MAD SWEDE IS BACK!

Ya, we herd U was wondering if da Mad Sveed was dead. Oh my Gudness no. We left Koon Eye cus dere was hardly no more Scandinovians dere. Den we went to Kort Dutch Island, but all ve cud see here was see gulls and dey cud hardly talk English. Den we went to Shungnak so Collins cud take a vacation. All ve cud find dere was Eskimos. Dey cudn't talk eeder English or Sveddish so ve decided to cum back to Anchorage were here are lots of Pedersons, Johnsons, Olsons and stuff lik dat.

Anyvay, I rud lik to tell U somethings about our travels. Ven we went to Kort Dutch Island so Mr. and Mrs. Douglas cud tak a vacation. Construction was dere making some VHF or somethings like dat. Now Kort Dutch Island is a mud hole vid-out making Coonstruction messing around. Anyvay dere was 18 inches of rain in da north of September, and vit tree or four dozen Sveeds trying to build an addition on to de quarters U no vat a mess it vud be.

First de operating room was in a spare bedroom, den dey started to moyv it to de ref room. A plane vud call and ve vud have to go in to da new room to say Roger. Ven we came dere dey had vun poor old little Kohler plant vat I tink had TB or somethings lik dat for ven U turned on more den too lites da plant vud go Poof and stop lik dead. But den ley put in too big diesel plants vat had enough power to run all de lites in Kort Dakota. John Goetz fixed up da big plant. He said U got to use lot a lites or da plant don't run, so ven we went to bed we had to levee all da lites on.

Arne Erickson, U no, the gud old Irishman, he helped put up street lites. My Gudness, da see gulls didn't no vat so tink of dat. Dey stayed up and hol-lered all nite long. Anyvay now Kort Dutch is so modern dat ven de Douglasses vud be dey tink it yust lik a city at Kort vuk and lites.

In November we was sent to Shungnak so Dick and Jeanne cud fly der airplane

to Oklahome und Texas. and see all da Sveeds. Dey sure had de trip. Dey flew der airplane way to Oklahome, Texas, Chicago und back to Shungnak making ten thousand miles vidout even a flat tire.

Vel anyhoo, after getting vedder bound 12 days in Nome und freezing vun nite in Archie Ferguson's road house, we got to Shungnak safe und sound. Now first of all, ust to put de RO straight, Shungnak isn't Shungnak. Da stashun is Koochuk, located haff way between Shung-nak und Kobuk on da Koochuk Riffer, so ve tink it shud be called Koochuk lik proper.

Yah, we had much fun at dat place abuf da Artik Circle. De bottom dropped out of da temperature gismo und it was 40 below just lik dat. Yeh, it was really cold -- in fact ven we went to turn on da transmitter it was frized up. Val, we got out da infra-red lite, und den we got Jeanne's vatchmacallit--electric hair dryer--und wrapood da poor transmitter in two blankets, und den after a while she yust worked lik a charm. Yah, but it took us tree hours to find out why she voodn't work in da first place.

Vel anyway, we didn't haf no more trouble on dat score, but, yah, dere was otter scores just as bad, lik ven de vator pipes frized up also. Den we had to take da infra-red ting und try out da pipes on account of da blow torch she didn't work either! Anyvay, Tank Gudness for dat dere red lite! Mobbie she varn't authorized CAA equipment, but she sure do lots of yobs for us. Ay tank Section 59 shud send Jeanne more hair dryers to run da stashun.

On Christmas Nite we sur had a scare I tell ya. We vus pounding our ears wid much gusto ven da Collins' two dawgs (day are da purtiest little dawgs) set up an awful racket down stairs in da operating room (were all mayor operators took place) und ve coodn't fi ure out da why fer da noise. Den we hurd angles singin, or dat's what ve thought, but, by

Yimney, up da stairs come six Eskimos all dressed up in dere new Christmas tings, lik mukluks and purty new bright colored parkies.

Dey had walked all da way from Shungnak village, four miles, in dat awful cold just to sing Christmas songs to us. We were sure surprised at how dey cud sing -- purtiest ting ve haf hurd for a long time. Dey walked rite up da stairs into our living room und stood in front of da Christmas tree und sung fer about half a hour. Ven dey got trow ve gave dem some cookies und coles, und den dey walked four miles back to Shungnak. It was den about 2 ayam in da morning.

Ya, den ve cum back to Anchorage and de RO say U go work at Merrill Field or sometings lik dat. After being at Koochuk wit de Eskimos and North Dutch wit da see gulls Anchorage stashun luks like mad house wit lots craz peeples in it. Vel I tell U vot it luks like -- just plum full of tootypes and some peeples sitting at desks yelling ATC, some say Nort West dis is a radio, den somebuddy talks back und says radio dis is a P.M.

Vel anyway, day say to me U go to work 300. Vel I go dere ver dey say is 300. Der is more tootypes, tapes und stuff like dat. Vel I take off vedder und punch out Ops. I try work 300 like all de udder craz people, but den dey start hollering at me. Vur guy from Sootype room says going South, somebuddy else says Nort. I get up and get food and mad and says none of ur darn business ver I go I stay right here!

Vel, I gess dat's all da goosin' fer now. Vil try rite U more ven I get craz like all da rest. I tink mabee I lectle craz rite now. I holler Nort Sout East West just like rest of dem. I tink Gerato he like dat. Maytee I get big prumoshun ven I get gud und craz. Vel anyway, peeples und frends, Anchorage is a purdy nice stashun und dey make awful gud strong coffee. Any U old Sveeds like coffee U bedder bid to Anchorage rite now. Soo goeby from Svensken.

-- LARS OLE SVENSEN

SOME STATIONS TO GET EMERGENCY RATION KITS

Plans are being laid to supply certain stations with emergency ration kits for use at times when inclement weather prevents travel between working quarters and living quarters. At first 36 separate facilities will be furnished kits. They include control buildings, range buildings, CT sites and WLF and fan marker sites.

Two types of rations are in commissary stock from which the selected facilities can be supplied. Type C (Army designation) consists of canned products: meat, meat and beans, meat and vegetable stew, meat and vegetable hash and dehydrated bean soup. A standard case consists of 48 mixed cans and will suffice for eight men for one day. Type D (Army designation) consists of balanced meals made up into chocolate bars. Two bars will suffice for one man for one day.

MUKLUK PUZZLE CORNER:

PURITANS & CAVALIERS

You are lost in a strange land and all you know is that it is inhabited by two kinds of people, Puritans and Cavaliers. You are told however that Puritans can never tell a lie and Cavaliers can never tell the truth.

While walking down a road at night you spy three people walking in front of you, but it is too dark to make out their dress. You hear the following conversation:

First Shadow: "I am a Puritan."

Second Same: "He sez he is a Puritan."

Third Shadow: "He lies of course, for he is a Cavalier."

Can you tell how many Puritans and how many Cavaliers are in this group of three people? -- ANCHORAGE STATION

(Answer on page 21)

ANCHORAGE CENTER

AIR TRAFFIC CONTROL TERMS DEFINED

After a period of great silence, I have been informed that it is time for us to send in an article for "WUKLUK". I was appointed after a closed meeting in which we tossed and I lost. As a matter of fact, I also was tossed (right on the floor) even mauled, and I consented.

Anyone knowing the true facts of the case will be aware that the threat of immediate dismissal had no bearing on my decision.

Recent staff additions include:

Dick Brannon, assistant controller, who hails from Mt. Vernon, Wash. Dick spent a six weeks familiarization period in the Seattle Traffic Control Center before coming to Anchorage.

Jack Fielding, assistant controller, who comes from that great big state of Texas. Jack was formerly with American Airlines and Consolidated-Vultee.

Bob Hick, formerly an aircraft communicator here in Anchorage who recently transferred to the Traffic Control Center. We won't mention his "hobby" at this writing.

Don Ross, another former Army pilot, who has piled it here and piled it there -- including a stretch in the Aleutians during the war -- so he really is not a "Cheechako."

Lest we forget, another important addition was made March 19, at 6:13 PM to be exact, when Virginia Diane Dingman arrived in Anchorage. Little does she know that she caused some of the crew to go on a 56-hour week while Daddy Virgil Dingman took some emergency annual leave.

We were all sorry to see Chuck Detrick leave for Nakhok, but he should be back within two years, and time really flies. He shouldn't crack up any planes down there, as he doesn't own one now.

Speaking of crack-ups reminds us: Jim McFarries and Herb Stanley have bought a Super Cruiser. Jim is fresh out of the

Army and back at his old job of Chief of Merrill Tower. You will remember Herb as the guy who was chasing "mooses" with Chuck Detrick last December in Chuck's plane near Portage. Result: no moose, no airplane. Herb has since learned to fly, so we expect he and McFarries will keep Air-Sea Rescue on the ball this summer.

Following are several accredited, but often abused, aeronautical terms in connection with Air Traffic Control. If you have heard them before, have another laugh:

AIR TRAFFIC - A concentration of numerous aircraft over a given point, each demanding the same route and altitude, and each having the same special priority.

AIR TRAFFIC CLEARANCE - A Verbal method of snarling the afore id traffic.

AIR TRAFFIC CONTROLLED - An individual hated by pilots, airline personnel, Assistant Controllers (I being one), passengers, veterans, etc.

AIRWAY - A thing aircraft are cleared to cross and/or join, and to maintain while on same.

FLIGHT PLAN - A piece of paper stating the pilot's intentions for flight, which usually arrives in the control center about 30 minutes after the plane has reached its destination.

ALTERNATE AIRPORT - The last item in a flight plan. An airport that no aircraft ever has enough fuel to get to.

APPROACH SEQUENCE - A laughable term applied to the dog-fight in progress over a range station serving a terminal.

APPROACH TIME - The time given to a pilot to keep him happy while an attempt is made to figure out what to do with him.

ARRIVAL TIME - That numerical time that is assigned a landing aircraft that has successfully evaded all traffic during descent.

CONTROL AREA - Airspace in which only one Traffic control center has authority to collide aircraft.

DICK BARNERS HAVE SECOND DAUGHTER

A six-pound ten-ounce baby girl who is "the spittin' image of her older sister" was born to Mr. and Mrs. Richard Barner at 6:45 PM March 14. Mr. Barner is acting chief of the Flight Operations division. The new Miss Barner has been named Cynthia. Her older sister, Gay, is a year and a half.

CRUISING ALTITUDE - The altitude assigned to be flown by a pilot, but not important as the pilot usually flies at a different altitude.

HOLDING POINT - An airspace in which aircraft are told to fly within a short radius while waiting for further asinine instructions.

REPORTING POINT - A location over which aircraft occasionally report during "Ceiling and Visibility Unlimited" conditions.

SEPARATION - That condition which is achieved when two or more aircraft fail to collide.

CLEARANCE - The distance between the top of one's head and the ceiling.

VFR - Stuff that aircraft are instructed to climb and descend in accordance with.

VFR TRAFFIC - Aircraft flying collision courses in accordance with the above instructions.

VFR MINIMUMS - Those meteorological conditions under which a chicken can clear a low fence while maintaining satisfactory forward visibility.

IFR - Conditions under which colliding aircraft don't know for sure what they have hit.

AIR-SEA RESCUE - An organization equipped to recover bodies and wreckage furnished by Air Traffic Control.

If any of you are dissatisfied with this article, please address your nasty remarks to Mr. Sid (Curly) Brown, center chief. "I'll serve him right for having me railroaded into this."

-- BOB ARNEY

EUGENE MARS DETAILED TO OKLAHOMA CITY

Eugene Mars, assistant chief overseas communicator at the Anchorage Station, has been temporarily detailed to the communicator training center at Oklahoma City due to the inauguration of certification training at the center which has necessitated an addition to the instructor staff.

Communicator recruits accepted for training prior to assignment in Alaska are now being given instruction in aircraft communicator certification subjects as well as in the basic radio-telegraph and teletyping elements. This new program has increased class instruction beyond the point where the regular staff could handle it.

To assist the center and to avoid any decrease in the progress rate, the Eighth region has detailed Mars to Oklahoma. The recruitment and training staff for Alaskan communicators now consists of Wilkie Cruise in charge, with Ray Okorland, Herbert Bridges and Eugene Mars as assistants.

PHYLLIS BRAZEAU TO WED SAM STINCHCOMB SOON

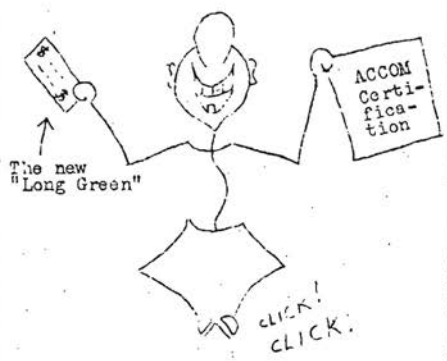
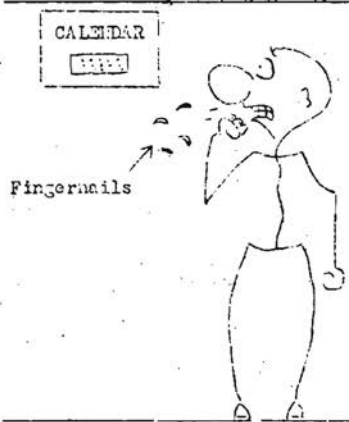
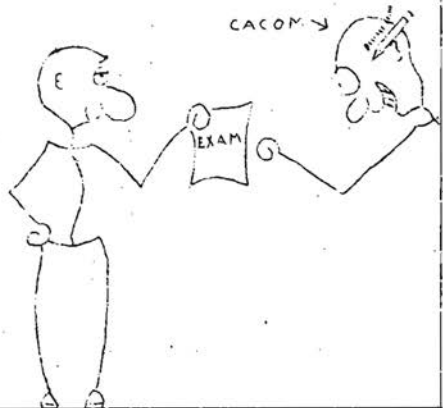
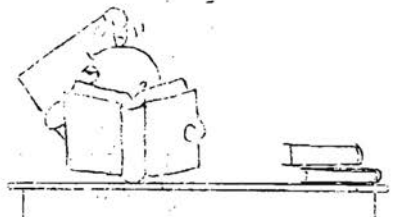
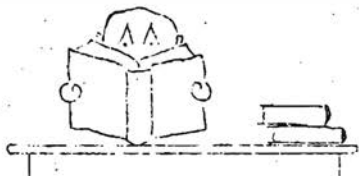
Phyllis Brazeau, communications operator in the Message Center, announced her engagement last month to Samuel Stinchcomb, communicator at the Anchorage Station. They will be married some time this spring.

Miss Brazeau has been with the Eighth region in the Message Center for two years. Her home is in Portland, Ore. Mr. Stinchcomb is from Los Angeles and has been at the Anchorage Station for a year. He was to have transferred to Cordova last month but has requested to remain in Anchorage.

"Mamma, can I have an ice cream cone?"
"Shut up and drink your beer!"

SAD SACK OF THE RADIO SHACK

"THE PROMOTION"



WAREHOUSE W-A-I-L-S

Personnel's changing again! This time it's Keith Specking, better known as "Speck." He has transferred to Fort Richardson to be with the finance department. Newcomer Curt Foxworth is being initiated into 207 by "Slick" Young to take Speck's place.

Flossie Allen is looking rather dreamy-eyed these days and wishing she had the wings of an angel (in the form of Alaska Airlines). To make things clear, her hubby is at present going to school in the States and will be gone for some time. Hence Flossie daydreams.

Genevieve Otter is still ambitiously pounding the typewriter in hopes she may go to nurses' training school this fall and pound patients instead -- oops, what am I saying!

Emerj Potts, in charge of Army property, turned in his resignation effective March 26. Everyone has been asking "Where's Pottsie?"

Sure is a good thing that spring's about here 'cause Bill Cox (in charge of forms and office supplies) is pulling his hair out, and as he says, "I ain't got much left." We wouldn't want him to catch cold running around here bald headed, and it's all on account of NOMENCLATURES. "These dad-gum requisitions are driving me crazy," Bill says. "Seems like people think I'm a mind reader or sumpin', but I ain't." To make a long story short, black is black and white is white, and why in heck isn't people say so.

For instance, suppose you sent in a requisition to Bill for a calendar stand complete. Well, as far as Bill's concerned a calendar stand is complete just the way it is, but it isn't because you have to have a calendar pad to go with it. And unless you specify both items you'll get only the calendar stand, and what good is that alone? You might just as well pitch it out.

By now you may have gotten the idea of what Bill's raving about, but just in case you haven't let's put it this way: Take for examples pencils. Now there's a dozen or more different kinds of pencils, even plain old lead pencils aren't alike. Every pencil has a number and if you don't make use of that number and put it down on the requisitions, then you'll end up behind the eight ball, with Bill.

He dreams of requisitions coming in all typed up numerically and alphabetically, then he could check the stuff through in jig time, because that's the way he's got it set up in the stockroom. It would be much easier to fill the orders, and you'd get your stuff a lot faster.

This will probably be good news to all. The boys out in the Warehouse have been mighty busy the past few days unloading recent arrivals of freight shipments. Things are really humming.

We are sorry to have to announce it, but cute little Margaret Kambrich is leaving our midst. She and her hubby are heading for the States and the East Coast soon. Margaret has been typist here for the past six weeks and we are certainly going to miss her. Her position with the organization has been taken over by Wanda Johnson.

Caught Van Martin down on his hands and knees sanding the warehouse floor (using an electric sander incidentally). Guess he's going to "purdy" things up back there. Spring fever--huh? --D.P.

Our chemists wise,
It comes to pass,
Are making milk
Of grain and grass;
But lovers of
This fluid say
They still prefer
The udder way.

MEMORANDUM

TO: All Branch and Division Chiefs

SUBJECT: Death of Workers in the Office

It has been brought to the attention of this office that many people in the Regional Office are dying and refusing to fall after they are dead. THIS MUST STOP.

Effective immediately, any person caught sitting up after he has died will be cut off the payroll at once, except where it can be definitely proved that the worker is being supported by a typewriter or other suitable equipment properly stamped "Property of the CAA." For further information the following rules will be observed in all cases of this kind in the future:

1. If, after several hours, it is noted that a worker has not changed his position, the supervisor in charge will immediately investigate--in an apologetical manner, of course, being careful not to arouse the ire of the person being investigated. If, upon examination, it is shown that the person is dead, and still sitting with the support of the proper equipment, all the following procedures will be followed:

A. Fill out Form DWOF 1/3.5 (15 copies). Mail the first three copies to this office together with the tops of three coke bottles (address must be plainly printed inside). Copies 4, 5, 6, 7 and 8 will be forwarded to the Message Center. Copies 9, 10, 11 and 12 will be submitted to the scrap paper drive (consult the yellow pages of the local telephone directory for Abe's correct address). Copies 13, 14 and 15 must be sent SOMEWHERE!

B. If the investigation proves that the person died and is still sitting without the support of proper tools or equipment, fill out Form DWOF 5-3/4 and forward to this office for approval. Signed copies will be returned by this office. This will be authorization for the office supervisor to push over the body and complete the case.

C. In all cases where office workers have died and NOT FALLEN, it will be necessary to complete Form DWOF 5-3/4.1, together with a sworn statement of the dead man covering his history for the past eighteen years. If the dead man cannot write, signature must be witnessed by ten or more persons who are at least partially alive, giving full names and addresses.

2. Final disposition will be to fill out all the available forms in the office and mail copies to hell.

3. That is all.

(--Anonymous)

HAINES

CHIEF MACHIN GETS GREETINGS FROM CEMO

Today, as it must to every man, Death should have come to our chief, Whitey Machin. Seems the mail bag held one of those "The Following Irregularity Was Observed in Connection with Operations" things, and there was a mad scramble for old logs and tapes to see who was charged and if he was guilty.

We had noticed in the course of human events that all hands had gone for more than three months without any CEMO greetings (except two that accused us of not being in the sequence when we were, which as any relieved ACCOM can tell you do not count). Naturally with this auspicious start, we were trying to continue the fine business and were doing lots of little careful things - like starting our observations two minutes before the sequence time instead of one, only reading one magazine instead of two and checking our tapes after we sent them before throwing them in the wastebasket. No one wanted to be the one at whom fellow operators would point the long finger of scorn and give vent to a loud "Fie on You."

But this one was the real McCoy. There between "Machin On Watch" and "Machin Off Watch" was one of those delightful little fictions that are the result of frenzied thinking on the part of he who has fallen by the wayside and is afraid CEMO will pick him up. This little gem filled one half of the log sheet and was rather involved, what with wastebasket, torn tape, PDW, Big Fat Hurry and a missing slant after the wind. (One of our more enterprising ACCOMs immediately copied same and has mailed it to Warner Bros. in hopes of selling it for a movie scenario.

A meeting was instantly called and all hands contributed to a fund and purchased a box of extra slants for the chief to use in case he ever finds himself in difficulty again. Following the

presentation ceremony, Chief Machin's only comment was, "My head is bloody, but unbowed."

Among CAA personnel and wives attending the University of Alaska extension mining course in Haines were Martin and Allie Cordes, Carl and Lois Shute, Wayne and Margie Brown and Whitey Machin. Not that anyone is intending to quit and go prospecting, but one can never tell when someone will approach with an odd looking rock and say, "What kind of a rock is this?" Then if you graduated with low honors you can reply, "It's a gniess."

"How did you know?"

"Oh, I just took it for granite."

Knudsens Have Daughter

Tom Knudsen, station mechanic, has added another income tax deduction to his family with the arrival of Judith Karen on March 23.

It looked for awhile as though March 26 was going to be some sort of a minor record day for Haines. Form 8-300 showed that all stations on Circuit 302X recorded 100 percent for 24 hours except Woody Island and Annette, who dropped down to 96 and 98 percent. If we ever do have a day with 100 percent for all stations, I think I'll quit so I can say I really used to work at a good station.

As for this little plot at Cordova in the March MUKLUK, engineered by Brown and Lindsay, I have only this to say:

Here's to CXD's H.A.L.

Who as a poet was doing quite well

When he wrote about CEMO

He was on the Beam-O.

But the rest really sounds like he
forgot to rhyme it.

SPECIAL! Be sure to read Carl Shute and Martin Cordes' hilarious Weather Bureau Quiz in the May issue.



SPORTS

MAC McDONALD AND CONNIE CLAYTON ROLL HIGH TOTALS IN FIRST ANNUAL CAA TOURNEY

Wilbur "Mac" McDonald rolled a total of 1840 to win the "All Events" title for men in the First Annual CAA Bowling Tournament April 14th through 16th and Connie Clayton chalked up a 1805 total to take the women's All Events crown.

H.L. "Hank" Newman scored his highest series in two seasons to hit 652 and win the combined men and women's Singles events. Others who placed in the Singles race were: Bob Pedderson, second with 647; "Mac" McDonald, third with 646; Helen Gullings, fourth with 642; Sid Brown, fifth with 631 and George Perina, sixth with 626.

The following teams won and placed in the Men and Women's doubles and the Mixed Doubles events:

Men and Women's Doubles

1st	R. Pastro & E. Dodge	1275
2nd	L. Rich & M. Dishaw	1262
3rd	A. Barkdoll & F. Liffick	1218
4th	A. Hulen & W. McDonald	1200
5th	R. Bacon & R. Rich	1198
6th	K. Ransier and H. Enberg	1187

Mixed Doubles

1st	C. Clayton & E. Dodge	1224
2nd	V. Neilson & S. Brown	1211
3rd	L. Rich & R. Rich	1206
4th	B. Henley & R. Tietjen	1183
5th	A. Farmer & A. Hulen	1178
6th	I. Lebbin & N. Beuter	1169

Sid Brown hit a high 231 centerpiece and accumulated four "turkeys" in the Mixed Doubles events to aid him in winning second place in that event. Dottie Loredith and Lorraine Nelson shared the dubious honor of getting the most splits -- nine in one three-game series. Dick Pastro, Al Hulen and Norm Deuter each made 18 spares in one of their three-game series to share the award in that department.

All tournament winners received cash prizes as their awards with the exception of the All Events champs who were given special trophies. This wind-up of both the men and women's bowling seasons was a thrilling climax and was enjoyed by all, thanks to the fine planning and smooth operation of the committee who are Norm Lowenstein, chairman, and Pete Verdin, Margaret Silliman and Arthelle Evans.

-- GENE SCHARENEK

"Why don't you wear ear muffs?"

"I haven't worn them since the accident."

"What accident?"

"Someone asked me if I wanted a drink and I didn't hear him."

FOR SALE:

1941 green Packard, 120 sedan.
Five new tires. Driven almost entirely in States. Cash or terms.
See Nancy Smith, Room 213, Ext. 30.

WOMEN'S LEAGUE ROLL-OFFS COPPED BY NOSEEUMS

With each member of the team rolling above her average, the Noseeums got excitedly "hot" to take three out of four games from the Side Kicks at the roll-off for the championship of the CMA Women's League April 10. The Side Kicks won the second half of the regular season, a two-and-two split with Personnel putting them seven games ahead of Payroll, the nearest contender, on the last night of the season, April 7. The Noseeums were first round winners.

An Award Banquet Tuesday evening, April 20 at La Bries marked the last event of the women's bowling season with awards given to team and individual winners for the past year.

An individual trophy was awarded to each member of the championship Noseeums, who are: Dorothy Meredith, captain, Marilyn Wessler, Connie Clayton, Marjorie Amberlin, Margaret Silliman and Mary Ann Humphries. Each member of the contending Side Kicks was given a gold pin. They are Ray Dishaw, captain, Mary Holte, Mary Ellen Schneider, Betty Bacon and Lucille Rich.

Imm Lebbin was presented with a trophy for her high season average of 133 for 68 games. Connie Clayton won a second place trophy with a 131 average for 57 games.

A trophy for high single game of the season went to Alice Reppan for a 195 score. Audrey Farmer received a trophy for second high single game of the season of 164.

Arthello Evans and Dorothy Meredith were awarded trophies for first and second high series for the season for scores of 473 and 467 respectively.

We always called a spade a spade until we hit our foot with one the other way.

SAD SACKS WIN MEN'S BOWLING LEAGUE TITLE

A bang-up finish marked the last leg of the men's 1948 bowling season with the Kee Birds tying the Klondike Gang, only to lose on total pin fall. This gave the Klondikers two legs of the current season and the right to meet the Sad Sacks, winners of the second round, for the all-season title.

The big match was held April 13 and the Sacks took two out of three games from the Klondikers to win the championship. Members of the Sad Sacks are: Hank Norman, captain, and Merv Aldridge, Selmer Holte, Al Hulén, Bob Perkins, Lurleigh Putnam, Virg Stone and Ralph Westover.

John Turner wound up with individual high single and high series records for the season with 258 and 573 respectively. Dick Stryker hit 356 for second high single and Bill Clayton rolled 572 for second high series. Bill also has the high league average of 166. The Klondike Gang sewed up all team records with 900 and 870 for first and second high single and 2443 and 2426 for first and second high series.

The hot-shot Klondikers are composed of: John Turner, captain, and Norm Deuter, Sid Brown, Sherrod Kendall and Augie Valentinic.

-- GENE SZARNEK

ANSWER TO PUZZLE ON PAGE 13

There are two Puritans and one Cavalier. The second man is a Puritan because it is true that the first one said he was a Puritan. It is apparent that either the first or third man is telling a lie, however, so one is a Puritan and one is a Cavalier.

Four out of five women-haters are women.

GUSTAVUS

IT WAS A FOUL FOWL THAT HARRY COOKED

Personnel at this station deeply regret the temporary absence of Pete James, SGI, who at this writing is in the Junction hospital about to undergo an operation. We all hope that Pete will be back with us soon and in better shape than ever. The loss of Pete is felt in many ways, including that capacity in which he served as local barber. These consorial artistries have been assumed by MTIC Jim Vrooman, however, and though the quality may be questionable, we feel that Jim is gaining some extremely valuable experience which could prove helpful in the event of a "Reduction-in-Force" program.

After having spent many many months in a deep freeze, an ancient goose, the property of Harry Carter, was finally removed by him and put to cook. Visions of succulent roast goose with brandied sauce danced through Harry's mind until about 15 minutes of par-boiling had passed, at which time the "fowl-ness" became plainly evident. With saddened heart and tear-stained cheeks Harry clothes-pinned his nose and carried his regal repast to its final resting place, the garbage receptacle -- outside!

Harry thanks are expressed by this scribe to "Johnny" Johnson, CACOL, for his expeditious manner in which he furnished a "sugar report" to a "certain person" in California, via his amateur radio station, KL7KQ. Message and reply were accomplished in a matter of a few minutes. Dewey Eyerley, KL7DU, is still determined to latch on to a CIG. Johnny's KL7KQ is strictly CW operated, while Dewey and KL7DU is more of a "phonic."

Do your clothes have that dull red color? Does the water leave a hard dirty crust of mud on your best china? At this station it has come to the point where one expects most anything to come out of the water taps. One time it is just that dull orange colored mud, and

then again it is little pieces of matter that show signs of life. We are at this time unfamiliar with the diet of the little animals and therefore believe that they will not exist for an extended period. Also the system is being given a good going-over and it is expected that we shall have a more stable supply and a system free from alien particles in the very near future.

At this time we would like to extend our "Welcome Home" to Mrs. Ellen Jones, who was recently called Outside due to illness in the family. Husband Jess will now get back to those "three squares" a day. We thought he was going to give in and make a sandwich a few times, but he remained on a steady diet of milk. Yes, MILK.

It seems that baby Linda Vrooman, daughter of MTIC & ERB (Emergency Relief Earber) Jim Vrooman and wife Betty, has learned to say "Butch." This possibly could be relative to the fact that there are two dogs here called Butch, but then again there may be some deep dark secret in the Vrooman's family life we know nothing about.

"Whizzer" Trump Rides Again

The snow, wind, rain and ice hold no fear for "Whizzer" Trump. He and his motorized bicycle boldly brave the elements to and from duty at the station. True, he has acquired countless abrasions and contusions, but this is attributed to the unfamiliarity of the controls and adverse weather conditions. We have heard that a few weeks ago, during a high wind, he whizzed into the station approach area with three-quarter flaps and reduced speed. He is unable to operate "Below Minimums" however, and especially after a heavy snowfall. We predict that by spring, mechanical features permitting, he will have mastered the Federal Machine and will give us the old "Get a Horse" as he whizzes on down.

Through these portals pass the finest construction engineers in CAA. And have they been passing through! We have had more engineers in here in the past few months than there are special weather observations during an "Occluded Front." This enigmatic paralogism is quite confusing to us common people and we sometimes wonder why we rate all the "Representation of the learned."

The construction men, all the bosses too, are having difficulties with their bastication operations of late. It seems they are unable to retain a satisfactory master of the culinary art. We are afraid that the men are looking for a pert young femme with a special knack for, ah, -- "cooking."

As in most of the stations, the recent change to three-letter station identifiers has led to a small amount of confusion here. Time, however, has put everything under control and operating is once again SOP. After listening to, and reading about, the various radio ranges in the territory, we are inclined to feel rather proud of the stability of our own facility. So say the fly-boys;

Then my last flight is scheduled
and I leave this earth, so fair,
Please let me fly up to Heaven
in the beam of ole "George Sugar Tare."

-- DICK CRCSS



"HELLO, MA! HOW DO
YOU REL.D ME? OVER...."

-- Estes, McGrath

HULEN FLIES PLANE HERE FROM SEATTLE

Assistant Regional Administrator Allen Hulen arrived in Anchorage March 25 with his newly-purchased two-place Luscombe plane following a three and a half day solo ferry flight from Seattle where he took delivery from the former owner. Mr. Hulen and Dr. Harold Sogn, Anchorage physician, are co-owners of the aircraft.

The trip took 21 hours and 30 minutes of actual flying time, the plane averaging 112 miles an hour. Mr. Hulen reported good weather, but high winds, from Chilliwak, B.C., to Anchorage and excellent scenery.

He flew the old Pan American route to Prince George via the Frazier River Valley and then followed the new Hart Highway which joins the Alcan at Dawson. His stops included Dog Creek, Prince George, Fort St. John, Fort Nelson, Watson Lake, Whitehorse, Burwash Landing and Gulkana. He stopped overnight at Chilliwak, Fort St. John and Whitehorse.

The plane is an all-metal deluxe 1946 EE series model, has a fuel capacity of 25 gallons and "will make 120 miles an hour easy." It is equipped with a Lear T-30 radio. Mr. Hulen reported very good radio communications all the way.

NO STATIONS REQUEST ATHLETIC EQUIPMENT

Royal Peters of the Civair 8 Club executive committee said this month that no requests have been received from field stations for any of the surplus athletic equipment which is available for distribution to them.

Mr. Peters asks field personnel to send the Civair 8 Club a list of the equipment they most desire so a distribution schedule can be made. (For a list of the major items available see the February issue of KUKLUK.)

NORTHWEST PLANE CRASH

(Continued from page 1)

As the fire was getting dimmer, he took a line of sight bearing on it by putting the pencil against a door jam and then marking the position of the pencil. When the tip of the pencil was about one-fourth of an inch from the jam it was pointing directly at the fire. Benningfield's spur-of-the-moment bearing later proved to be highly accurate when the CAA search plane followed his directions the next morning. The fire went out entirely at about 9:35 PM.

When CAA plane NC-62 arrived at Gulkana the next morning to aid in the search for the missing aircraft, station personnel gave Pilot Jim Hurst the supposed location of the downed plane, according to Benningfield's calculations, as being on a bearing 80 degrees true from the station on the north slope of Mt. Sanford. Following these directions, Pilot Hurst and Co-pilot Bill Clayton found pieces of the wrecked plane in an hour on the west side of the north slope on a bearing 82 degrees true.

Might Never Have Been Found

"Had it not been for the bearing provided by the station, it is extremely doubtful that any vestige of the wrecked plane would ever have been located and a great deal of time and expense would have been expended in the attempt," Hurst stated in a memorandum concerning the search. "A Tenth Rescue Squadron B-17, also assisting in the search but apparently without the benefit of a bearing, was sighted on the other side of the mountain and not anywhere near the scene."

Hurst also added praise for the communicators on duty at Gulkana the morning of March 13 for their efficiency in handling the volume of traffic which resulted from the seven or eight aircraft in the vicinity at that time.

A letter from the office of Regional Administrator Walter Platt to Washington

concerning Benningfield states, "In view of the fact the aircraft had crashed into the precipitous face of the mountain and the wreckage had slid and fallen over 2000 feet into a cup-shaped glacier head, it was extremely fortunate the few visible parts of the wreckage were located at all. Had the wreckage not been found on the first day following the crash it is probable it would never have been located, due to its location and to snowfall during the next night. It is likely, therefore, that the search would have been unsuccessfully carried on for a long period, resulting in tremendous cost to Government agencies and private concerns participating in the search.

Bennett Also Commended

Communicator Layton Bennett also made a commendable effort to determine the location of the downed aircraft that night by flying up along Mt. Sanford in his own plane, in addition to aiding the operator on duty during the busy time that followed realization that the plane was down.

He immediately went to the station after receiving a call from Benningfield about 9:30 telling about the fire on the mountain and took care of routine station duties while Benningfield was busy with traffic concerning the suspected crash. His place was later taken by Agnes Bennett and he prepared his Luscombe for a flight up near where the fire had been seen, taking off from Gulkana at 11:26 PM with Gerry Lupke of Glenallen along as an observer.

Bennett reported that the Northern Lights were unusually bright during his flight and "lay in ever-changing sheets or curtains across the sky and at a low angle to the horizon and directly over and behind the Wrangell range." He said the weather was clear and stars were visible except directly through the Northern Lights.

"The ground was visible in all directions except for the peculiar phenomenon of not being able to see Mt. Wrangell, Mt. Drum or Mt. Sanford, due to the bright curtains of the Aurora Borealis," his report stated. "All this nearly caused me to return to the field. However as contact was always good directly ahead and at times outline of the mountains could be seen, the flight was continued up the Sanford River and along the west and north slope of Mt. Sanford at an altitude of 10,000 feet."

Bennett circled close in to Mt. Sanford several times on the northeast side hoping to spot any remaining flames or embers from the crash, but could find no indication of the fire, even though the whole Wrangell range was visible when he got close in to it.

G.A. Whittaker, Acting Superintendent of the Airways Operations Branch, commended Mr. Bennett for "extensive efforts over and above what was required of him in the normal course of his duties..." in a memorandum to Regional Administrator Walter Plett.



"HE INSISTS ON WEARING IT
SINCE HE BECAME CHIEF."

(5th Region "Region Air")

FIVE NEW CAA TRUCKS NOW IN ANCHORAGE

Five of the ten new Army trucks recently acquired by the Eighth Region have now been delivered to Anchorage and the remainder are in Seattle awaiting transportation to Bering Sea and Kuskokwim stations this spring, according to Fred Yenney, Airways Inspector, who arranged for the transportation of the trucks from Port Heumema to Alaska while Outside this winter.

Trucks will be distributed to the following stations in the Bering Sea and Kuskokwim area: Aniak, Kotzebue, Moses Point, Unalakleet and McGrath. It has not been decided yet where the others will be sent.

Although surplus Army equipment, the trucks have not been used. They are GMC two and a half ton six-by-sixes. It is planned to put a large caterpillar diesel generator in one of the trucks to use as a portable emergency power plant based in Anchorage. Mr. Yenney returned from the States February 21.

JENSEN LEARNS OF NEW GIRL WHILE IN FIELD

Ike Jensen, traveling mechanic, became the father of an 11-pound two-ounce baby girl March 18 while on assignment in the field. The young lady has been named Judith Jean. The Jensens also have a boy.

Mr. Jensen is now finishing up distribution of excess gasoline stocks taken over from the Army at Northway to four other stations on the Highway, Big Delta, Fairbanks, Gulkana and Sheep Mountain. He is hauling the fuel in a 2000-gallon semi-trailer tank truck and has had to make several round trips to each of the four stations during the past month.

CRUMBS FROM THE COMMISSARY

April Fool's Day is the one when everything is done in fun. The foolish way that one behaves often inspires, "WE FILL GRAVES!" One who is gullible on this Frankster's day will find that innocence does not always pay. And now that day has long since gone, but the jokes we played will linger on.

I think it is safe enough for me to swim out of the cell now and relate a few tales of what goes on in the food shack.

It seems that yours truly was on the verge of getting murdered after everyone read our last article in MUKLUK. Some gullible people read only the first paragraph about the wage increase and were too joyous then to read on. When the bitter realization hit them murder was just about the only acceptable compensation.

Anything went around here April Fools Day, and no one survived without at least one prank being pulled on him. The highlight of the day was a phone call, by request, to the local funeral home asking if Phil Graves was there. When the manager said, "We fill graves," the light began to dawn and a loud roar of joyous laughter rang out in the office. Mel Peterson was making a hobby of blacking the telephone receivers, so everyone had at least one black ear for the day.

Work is progressing on annual station requisitions and by the time you read this, they should be in Seattle waiting for transportation to open up.

Stations are submitting lists of surplus goods to the Anchorage Commissary and a transfer of goods between stations is being arranged. Accuracy must be the "word" when making up these items for shipment. Anchorage also is making out

a list of surplus goods, which is being reduced according to the present needs. These surplus items will be shipped from those to field stations as part of their annual requirements. Some stations will probably receive part of their annual supplies from one to five different sources.

This year the Commissary is making an effort to obtain local fish products whenever possible. This will make lower prices and speedier delivery possible. These products will include canned salmon, crabmeat and both varieties of clams.

Most of the fresh produce orders for shipment from the Anchorage Commissary are being sent in in ample time for the orders to be filled and ready for shipment when transportation is ready; but some of the requests for goods arrive here less than two weeks before scheduled time for flight trips. If orders get to us in time, it will insure field personnel of getting all the items ordered. A regular check with your MTIC will enable you to tell whether your order leaves your station in time.

"Pete" made trips to two stations during the month of March, and is planning more extensive travel in the following months. Don't be alarmed if you awaken some morning to find him on your doorstep. He's really just there on business.

From the butcher shop we find "Butch" making a small suggestion to personnel. If, when making out meat orders, all meat is placed in one position on the requisition and not mixed in with the grocery orders, it will save lots of time in filling orders and no item will get overlooked.

Butch tells us that orders for pork tenderloins and Brookfield sausage are appearing on requisitions. These items have never been requested previously, so they have not been stocked. If enough



NEW EMPLOYEES

MARCH 9 THRU APRIL 7

ANF PLANT AND STRUCTURES BRANCH

Roy A. Neville, general mechanic, Maintenance division (Annette Island).

Alexander F. Johansen, general mechanic, Maintenance division (Bethel).

Raymond R. Slack, general mechanic, Maintenance division (Bethel).

Ruby Jo Aultman, blueprint machine operator, Drafting section.

ANF COMMUNICATIONS BRANCH

LeRoy N. Morley, maintenance technician, Maintenance division.

Robert M. Holberg, maintenance technician, Maintenance division (Nome).

people request these items to warrant a shipment from Seattle, we will place an order for them. If you want either of these items, let us know and we will be glad to stock them for you:

The Commissary is now attempting to catalogue all items that will be permanently stocked or handled through here. The use of catalogue numbers will be a help not only to us, but to all persons concerned. These numbers will eliminate all guess work in filling requisitions here, both in sales to individuals and on annual requisitions. The new catalogues will be ready to issue to stations soon, and will carry all item numbers. Then numbers may be substituted for sizes in making up requisitions.

It's time again to be floating back to the cell and begin another month of peaceful sleep. I'll get my horn and blow.

-- THE CRACKER CRUMB

BUSINESS MANAGEMENT BRANCH

Isabelle W. Bernhard, clerk-typist, Accounts division.

Lila I. Dittmer, clerk-typist, Contract and Procurement division.

Sara U. Kelly, clerk-typist, Personnel division.

Maryanne Pollock, clerk-stenographer, Budget and Management division.

Mrs. Teamar M. Braden, clerk-typist, Contract and Procurement division.

Josephine C. O'Shea, Mail and Files supervisor, Property Management div.

Wanda C. Johnson, clerk-typist, Property Management division (Warehouse).

Mary N. Bare, clerk-stenographer, Contract and Procurement division.

Margaret E. Fish, clerk-stenographer, Aircraft Service division.

Hilda W. Roder, operator office devices, Property Management division.

AIRWAYS OPERATIONS BRANCH

Lily I. Ovind, clerk-stenographer, Office of Superintendent.

Alyce L. Goodman, clerk-stenographer, Operations division (Fairbanks).

Robert D. Jones, airport traffic controller, ATC division.

AIRMAN, ACFT. & FLIGHT OPERATIONS BRANCH

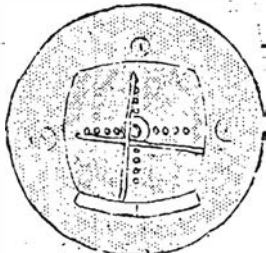
Nora C. Dieringer, clerk-stenographer, Clerical Pool (Fairbanks).

VHF "RADIO HIGHWAYS"

(Continued from page 2)

to one side of the proper localizer course, but approximately how far off course he is. When the needle moves off the center line, he moves the controls to bring the needle back to center.

The horizontal needle provides the same information about the glide path. If the plane is too high or too low, the pilot makes his glide steeper or more shallow as needed. As long as the plane is exactly on the proper approach course the needles are crossed in the center of the dial.



THE NEEDLES ON THIS CROSS-POINTER INDICATOR INTERSECT IN THE CENTER OF THE DIAL WHEN THE PLANE IS EXACTLY ON COURSE.

The crossed needles provide all the information that the pilot absolutely needs to make a low approach. But as a double check, he can tell by means of VHF radio markers exactly how far he is from the edge of the airfield. These markers cause lights to flash in the cockpit when the plane is approximately four and one-half miles from the runway, and again when it is 3500 feet away. At each of these marker points the pilot knows how high he should be above the ground. A glance at the altimeter assures him that transmitting and receiving equipment are working properly and that all is well.

Experiments have shown that it is possible to put a transport plane on the runway with the ILS system when there is utter zero-zero visibility. By connect-

ing an automatic pilot to the instrument landing receiver, transport planes have even made a completely "hands off" approach and landing. In any landing system, however, hazards multiply as the plane makes the last few feet of its descent. To doubly assure the safety of air passengers, CAA does not at this time permit passenger-carrying airliners to come in when the visibility is below one-half mile and the ceiling below 200 feet. The only exception of course is in the case of emergencies.

At a few fields, where funds have been available to operate and maintain the equipment, CAA monitors the ILS approaches with radar equipment called Ground Controlled Approach. This radar equipment, which permits a man in the tower to "see" an approaching plane, offers an extra margin of safety to aircraft using the Instrument Landing System.

NEXT MONTH: The new omni-directional radio ranges which eventually will blanket the United States with VOR signals, making air navigation easier and safer than it is today.

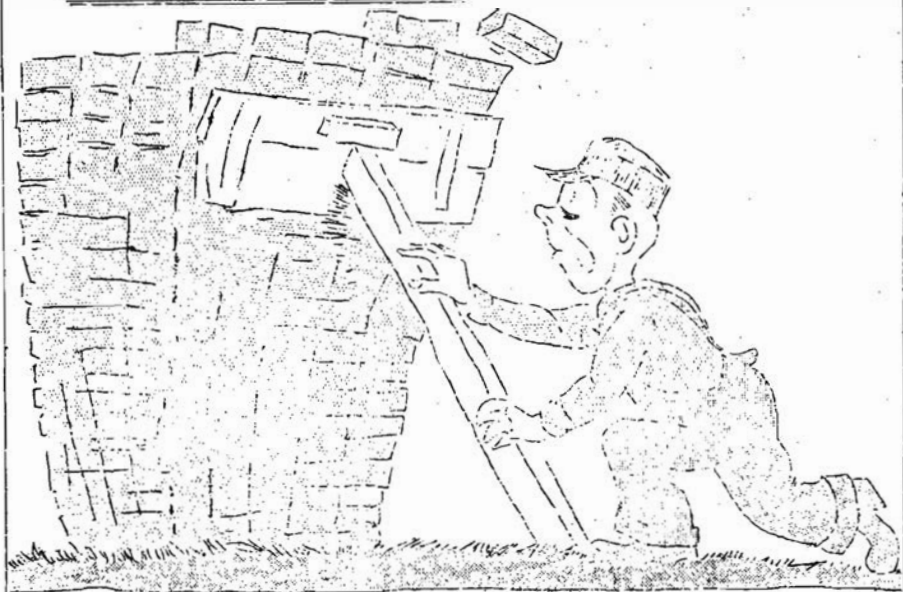
THIS IS
A NEW LOW

There are articles from only four field stations in this issue of **LIVELINK**.

Last May there were 14. The number has been decreasing steadily ever since.

If you geniuses in the field want to read about what happens in the field -- YOU ARE GOING TO HAVE TO START WRITING ABOUT IT!

TEMPORARY MAKESHIFTS



CAUSE PERMANENT INJURIES

WILDA HEGDAHL RESIGNS TO MOVE TO HOMER

After four years of communications work with the Eighth region, Wilda Hegdahl, communications analyst in the Central Monitor Office, resigned April 16 to move to Homer with her husband Harry, also a former communicator, and their five-year old son Skipper.

Mrs. Hegdahl has worked in CEMO for two years. She and her husband came to Alaska as a communicator team in the spring of 1944 and were stationed at Bethel. They were in the first communicator training class at Seattle, which they began attending when their son was only three months old.

After a year and a half at Bethel, the Hegdahls moved to Anchorage, where Harry went to work at the Anchorage station for awhile and Wilda began working at CEMO. Mr. Hegdahl has more recently been employed by Northern Consolidated Airlines. He is now operating the Signy Theater at Homer, formerly the Chugach, and is the representative in Homer for several Anchorage concerns.

ROSE MULLALY BORN

William T. Mullaly, overseas communicator at the Anchorage Station, became the father of a seven-pound daughter at 3:11 PM March 29. She has been named Roco Colleen.

BONNIE GRAY TO WED BILL HARRIS SOON

Planning to be married sometime this spring, Bonnie Gray resigned from CIA last month and left Anchorage March 25 to visit her family in Seward. Miss Gray expects to work at the Curry Hotel for the Alaska Railroad in the near future as her fiance, Bill Harris, is employed by the ARR and will soon be stationed there. She has worked in Contract and Procurement since November of 1947.

CMCTAS ENGINEERING ELEANOR HINKLE TO WED

Ted Young left for Los Angeles the middle of April for an inspection of the VHF transmitters and receivers for the VIF program. He will spend several months at the Hoffman Radio Corp.

Dan Rogers departed Anchorage April 7 via Northwest Airlines for Oklahoma City where he will attend ILS school for a period of about 13 weeks. We hope Dan can take the heat that Oklahoma City has to offer.

Fuck Webb is also among the missing in Communications Engineering due to an injured back. We all wish him a speedy recovery.

April 16 was the final work day for Betty Ann Stracener who resigned to return to the States the first of May. We take this opportunity to wish Betty the best of luck, bon voyage and all that sort of thing.

Ed Grimstad, Garry Hughes and Cloyd Chamberlain are now at Cordova where they began installation of VHF and associated equipment at the station and at Kinchinbrook Island.

Division Chief Dick Stryker left Anchorage April 5 for Seattle to attend a conference and was gone several weeks.

It has been reported that Eleanor Hinkle, former secretary of this division, will soon marry Oscar Rasmussen, also a former CAA employec. They are to be wed in Texas and will fly to Mexico for their honeymoon in Oscar's plane.

Mike Peterson returned last month from an inspection trip to New York, Washington, D.C. and Los Angeles. While in Washington, Mike visited with Joe Tippetts, Frank Cervanka, Carroll Swain, George Williams, James Lipscomb (Mike didn't have the pleasure of seeing Jimmie's wife) and Ray Anderson, all former Eighth region employees.

HOMER

CHIEF PRICE OPERATES LOCAL MOVIES

MARCH--More I am sitting on midwatch, asleep, when someone comes dashing in and sez, "Start dreaming something up -- we got to send something in to Luk this time for sure." Slowly I take my foot down from the chief's desk, raise my head regretfully from my knees and murmur "Drop dead." But to no avail, so it is with slowly evaporating energy that I take typewriter in hand and put a stop to our loitering by the wayside by making sure that we appear once again among the honorable pages of MUKLUK.

Latost news from this little Tropical Haven isn't too much to brag about, but we may find one or two items of interest. Our chief, Herschel Price, has shown us that among his many other accomplishments he is also adept at operating a theater. During the absence of the permanent operator, Herschel has been the projectionist at our local movie palace and is doing a fine job of it. He and Mrs. Price have been operating the show for some time now.

Snow is not in abundance in and around Homer, but there is enough to bring several people out with their skis and there are several nice hills within a few miles of the town. These hills have been put to use by many people, and even your reporter has made his way, end over end, down one of them.

Skates also are in evidence, and two nearby lakes provide excellent places of enjoyment for those who are experienced in the art of ice skating, and also for those less experienced. The local ski club has been host to several skiing and skating parties and is having ski parties twice weekly now. Communicators Marie Larson, Clarence (Coke) Nelson and Mrs. Nelson represent the CAA personnel who are members of the club and report that the group has made plans for the purchase of a ski tow to be in use by next winter.

With the initiation of the new three letter identifiers, everyone is equally in the dark around the station and that glassy stare has appeared on a few faces. However, after a few tussels we are beginning to become more familiar with the calls and eventually might be able to recognize the name of a station just by seeing the identifier, like we used to be able to do. It's just a matter of unscrambling those two and three letter symbols that keep floating around in our heads. Probably the inside of a CAA operator's head could be visualized by gazing into a bowl of alphabet soup.

The arrival last month of our newest transferee, ACCOI Fred Shellenberg from FAI, was very helpful to our morale. That is, for two days it was. He left then for some annual leave outside. He picked up his car in FAI and drove down the highway. Hope he didn't have too many blown-out tires laying by the roadside. We have been looking forward to his return the end of the month.

Two other communicators who have arrived since last we appeared in MUKLUK are Bill Seward, who came over from that island paradise of Middleton, and Paul Danner from Annette Island. Another among the new arrivals is Lechante Carlson and his wife and family who came from Fairbanks to take up duties as station mech, replacing Al Dillinger who left us to return to the States.

"Who gave the bride away?"
"I could have, but I kept my mouth shut."

PUPPIES FOR SALE -- Genuine "Alaskan" dogs (not Huskies). Excellent pets for children. Four males; assorted colors. Will be ready to leave mother in early May. Fairly small dogs. Contact C.W. Trudeau, Extension 82.

CIVAIR 8 CLUB

(Continued from page 1)

the raffle amounted to \$65 and will go toward sponsoring the trip of Bill Clayton to the National Bowling Congress meet in Detroit as a representative of the Civair 8 Club and the CAA bowling leagues.

Dick Pastro was appointed by President Frank Berry to look into the formation of the Federal building and Merrill Field men's softball teams which will be organized in May to get ready for city league play in June. Managers and captains will be elected soon.

Possibilities of organizing another women's softball team this year are being investigated by Irma Lebbin, who is circulating a questionnaire to all Anchorage CAA women to determine the number who are interested. Last year's women's team (the first) had scheduled games with Alaska Railroad and BUL teams in spite of being organized late in the summer.

Walt Smith of the Photo Lab was asked to prepare suggestions for a region-wide photography contest this year with sufficient time before the deadline to allow field personnel to plan and execute entries. This action followed receipt of a letter from Communicator Carl Slute of Haines suggesting a contest among CAA communications stations in the region to see which one can produce the best photographic station Christmas card for the coming season.

The long-awaited coke machine for Federal building personnel will not be available until the end of this school term when CAA may have the one now in use at the local high school, Dave Dishaw reported. No others in the city will be available before that time. He also said that the cost of gum and candy dispensing machines makes them prohibitive, at least for the present.

The advent of Spring brings new projects and activities to the Construction division -- besides the Nenana Ice Pool that is, which, by the way, we should have in the bag as Ann Oldaker and Bill Forrest figured the whole thing out very scientifically according to numerology and position of the moon planets, stars, etc. (?)

The four snowshoeing engineers busily engaged in preliminary survey work on the proposed international airport are Joe Walsh, Red Wilkins, Ned Nelson and Jerry Howard. (Reports are that J. Howard frequently disappears in a drift, causing much consternation among his fellow engineers:)

Arne Erickson and a crew of eight men have gone to Shuyak where they will install VHF facilities. Their departure was temporarily delayed when Gordon Meyer, skipper of our BSP 3142, reported the barge grounded and damaged off Cape Cleare on Montague Island. According to the latest reports, the barge got pulled off the beach finally and towed into Seward, but is in poor condition.

J.E. Daigle, resident engineer at Gustavus, spent a busy two weeks in Anchorage on official business. During his absence from Gustavus, Lyle E. Bonn was acting RE. Harold Farbert also has joined the Gustavus crew where he will be the principal general mechanic.

Our latest casualty victim is Ada Woberg who had the misfortune of breaking her foot when she slipped and fell on an icy street. However she is still working every day, which necessitates climbing three flights of stairs with a plaster cast on her foot!

* * * * *

P.S. The only two who can live as cheaply as one in AMC are a flea and a dog...ask "Gold Dust Annie."

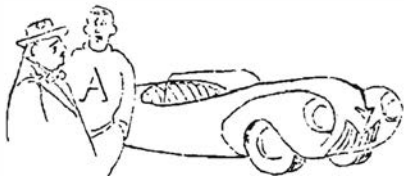
-- VIDA LOMMEN

LOUSSAC-SOQN BUILDING A LITTLE CHILLY

With the Spring thaw (?) Engineering is digging out the "hay" and taking to the field once again. Elmer Daalmann and Leigh Robinson were VHF surveying at Porage for a few days in March. Elmer went "moose happy" with his camera and got several shots of a moose in the woods. It was a cloudy day and Elmer was so excited at being so close to a moose that his hands shook. Consequently, with everything against him, you can hardly tell the moose from a hat rack -- or maybe it's Leigh?

"Lac" McDaniel of Engineering and Jerry Howard of Construction were at Annette on an inspection assignment in March. Bob Tietjen, Bob Matsen, Parker Negus and Joe Walsh are still working near Spenard surveying for our prospective new airport. They had to battle the elements when that high-powered wind came up the latter part of March. That explains the 45 degree angle of their walk these days!

Mom Mandy and her father are building a new little house out Spenard way (Woodland Park) and Mary took a week of annual leave to put on the finishing touches. Both Henley and her brother also are building a new house, out in Mountain View. Beth was off a week working and moving into the new abode. They are now living in the kitchen of same and are proud to announce that they have running water, which is no doubt appreciated after a cold winter!



"BUT DAD -- ALL THE OTHER FELLOWS
ARE GETTING JEEPS."

-- U. of W. "Columns"

Ed Seiler went to Ilianna on a survey trip the latter part of March and nearly got lost over Dillingham way. But he's back in the fold again, we're glad to announce. Ed "Griff" Griffin is on a field assignment at Gustavus. So you can see for yourself that we're beginning to stir like an old bear coming out of winter hibernation.

Nothing much exciting happens to the feminine side of the office, though. About the happiest person around here is Helen Bailey who was able to take her husband home from the hospital after several weeks, during which time he lived the life of Riley at the 185rd General Hospital. Helen and Bob moved into their new homestead out at Mile 13 and really feel "at home." They've been married only five or six months and have lived in the Pan Am Dorm until Bob's illness. Now they're settling down to the life of an old married couple.

The only other thing worth mentioning that happened during the past month was the "big freeze" in the Loussac-Sogn building which took place when the high winds came. It got so cold in Drafting that the ink froze and no one could "draft" -- they locked up and went home. Yours truly was, luckily, home with a cold and so I have only the word of an eye-witness as to just how cold it was. They tell me it was about 20 degrees all day. Judging from the number of sniffles here the next day, I'd agree that it was akin to a deep-freeze locker. Aw, cheer up! Wait until we have a really cold winter!

Word has just been received of the engagement of one of our former employees in Drafting. Jerry Meek is the lucky girl. She's sporting a diamond the size of a carrot (carat). That's a vegetable I wouldn't find hard to take, much as I dislike vegetables.

-- DOROTHE

MRS. TREADWAY RESIGNS TO MOVE TO CALIFORNIA

Elizabeth Treadway, former Mail and Air Supervisor, resigned from CAM April 2 and left Anchorage with her husband and two daughters April 8 for their former home in North Hollywood, Calif. Joe O'Shea is the new head of Mail and Pilots.

Mrs. Treadway first came to work for the Eighth region in September of 1946 at the Regional Warehouse. She also has worked in the Maintenance and Engineering divisions of Plant and Structures. Mr. Treadway is with Pacific Airmotive and has been transferred to California with that firm.

Mrs. O'Shea is returning to the CAM after almost a year's absence. She worked in Accounts from February of 1946 until May of 1947, most of the time as division secretary.

INSPECTORS TRAVEL

Since the first of this year there has been little rest for the weary (or riched) Operations branch inspectors, as their activities have taken them to all parts of the region.

In Southeastern, Sanford Peterson has visited Annette Island, Sitka, Taines and Sestavus. A.V. Carroll has dropped in on Petersburg, and Peterson and Carroll went together to Juneau.

In the Norton Sound country, Vincent Speer inspected Unalakleet, Nome and Jones Point. To the west, in the Big Bend country (both bends, the Yukon and (uskokvini) Speer took in Bethel, Aniak, McGrath and Farewell, with Galena and Skwentna thrown in for good measure.

Carroll also traveled along the Gulf Coast to Yakutat, Yakutat, Cordova and Middleton Island, and up the top side of the Arctic Circle to Umiat and Point Barrow. Sanford Peterson also journeyed up the rail belt to Talkeetna, Summit, Kenana and Fairbanks.

BETTY BOSTROM LEAVES PROPERTY MANAGEMENT

Betty Bostrom, former secretary of the Property Management division, moved to Everett, Wash., last month with her husband Jim, who will become manager of the engineering department of Alaska Airlines' new maintenance terminal at Paine Field. Betty first came to work for CAM in the spring of 1947 in the Maintenance division of Plant and Structures. She became Selmer Holtet's secretary in August of last year. The Bostroms left Anchorage March 25.

STATION MANAGERS

(Continued from page 1)

through the National Promotion Plan are ready for Anchorage, Annette, Woody Island, Nome and Fairbanks.

Meanwhile, the selection board has made final recommendations for almost all of the other station managers in the region. The names of at least part of the men chosen also will be announced in May. The board has not yet decided if it will announce the names of all the new managers at once, or if it will disclose them by groups, which is the way the transfers will be made.

Each group of station managers will spend several weeks in the Regional Office in conferences with department heads and administrative personnel before going on to their new stations. Final transferring of all the managers probably will not be completed until late in the summer, as it must be done in such a way as to not interrupt the region's operations. Mr. Newman said the board has tried to keep transferring to a minimum, while at the same time selecting the most qualified men.

The main reason for Mr. Grant McMurray's trip to Washington April 22 is not to attend the Performance Standards conference, but to get a haircut for \$1.25, according to a usually reliable source.