

TELETYPE DESIGNATORS CHANGED TO THREE LETTERS

Teletype designators for all communications stations in the United States have been changed from two to three letters effective March 1, 1948. Manual of Operations B-4-11, entitled "Location Identifiers," lists the new designators and is now being distributed.

Change over to the three-letter identifiers has been in process for several years and has been done, in so far as possible, so that the identifiers correspond phonetically with the station names.

This is the first complete over-all change of teletype designators throughout the nation and has been done largely because the available combinations for two letter designators were becoming

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STATION MANAGERS SELECTION PENDING

How soon personnel can expect an announcement of the names of those chosen to fill the new station manager positions throughout the region is dependent upon whether Washington will advertise for bids in other regions for the five CAF-12 positions at Anchorage, Annette, Woddy Island, Nome and Fairbanks, the Station Manager Selection Board said this month.

If provisions of the National Promotion Plan require advertising for bids for these positions in all of the other

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HULEN NEW ASSISTANT REGIONAL ADMINISTRATOR

Permanent appointment of Allen D. Hulen as assistant regional administrator of the Eighth region was announced February 2 by W.P. Plett, regional administrator. Mr. Hulen has been acting in that capacity since the middle of December when E.M. Jacobs, former assistant regional administrator, was transferred to the Third region.

The new assistant regional administrator has been with the CAA almost 18 years, beginning in December of 1930 as

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ADMINISTRATOR WRIGHT RESIGNS FROM CAA

Eighth region administrative personnel expressed regret this month at the resignation of T.P. Wright, Administrator of CAA, who is leaving the government to assume the directorship of the Cornell Research Foundation of Cornell University at Ithaca, N.Y. His resignation is effective in March.

"The staff of the Eighth region regrets to lose Mr. Wright as CAA administrator," Regional Administrator W.P. Plett said. "He has been progressive in ideas and in action, and this and other regions have benefitted by his aggressive and able leadership."

The aviation industry of the United States has been almost unanimous in its praise of Mr. Wright as CAA administrator

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MUKLUK TELEGRAPH

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CAA ASKS SAFETY REGULATION REVISIONS AS FURTHER STEP TO AID ENFORCEMENT

The difficulties of enforcing Safety Regulations in Alaska which have prevailed since the establishment of CAA in the territory are gradually being overcome through staff increases and progressively concentrated effort of available personnel, and further steps have been taken to attempt to improve overall flying safety through recommendations to the CAB for revisions of certain Safety Regulations in Alaska, Regional Administrator W.P. Plett said this month.

Difficulties in enforcing Safety Regulations in the territory have stemmed from two main causes, Mr. Plett said. They are 1) lack of an adequate safety regulation staff in previous years, and 2) the current applicable Safety Regulations in their direct relation to Economic Regulations.

The first cause has been alleviated considerably through an almost 1000 percent increase during the past seven years in the safety regulation inspector staff, which now numbers 21 authorized positions. In addition, field station personnel have been requested to cooperate in safety enforcement by forwarding information to the Safety Regulation branch on possible and probably infractions of the CAR. This, he said, has assisted materially in the enforcement of safety standards. Furthermore, there has been a concentrated effort of all available personnel in carrying on an active and energetic educational program for the industry and all those concerned with aviation in the territory.

"All of these efforts have resulted in our having a safety record comparable to no other region considering the great amount of flying that is done in Alaska," Mr. Plett said. Field station personnel particularly, as well as others concerned, should be commended for their cooperation in this program and should be encouraged to continue their efforts until the entire regulation policy is stabilized."

Mr. Plett pointed out that the Regional Office is not asking field personnel to "play cops and robbers," but only to assist in promoting and maintaining safety in the air. He said that a great many of the comments from field personnel are used for educational purposes as well as for actual enforcement in specific cases.

In regards to the second point, the direct relationship between Safety Regulations and Economic Regulations has made proper enforcement of the former extremely difficult. To correct this condition the CAA has recommended, through the Washington Office, to the Safety Bureau of CAB that certain revisions of Safety Regulations for the territory be adopted which will clearly set forth safety standards with a minimum regard to the economic status of a carrier. --(Con't on next page)

WHITTAKER GOES EAST

G.A. Whittaker, acting superintendent of the Airways Operations branch, left February 11 for Washington, D.C., to attend an Airways Operations Service conference which will meet from the 13th through the 20th. He expects to be gone several weeks.

SAFETY REGULATIONS (Con't. from page 2)

These revisions would result in the placing of all operations in specific categories, Mr. Plett said. They would require all operators using Class 1 airways with "transport type" aircraft to maintain the same safety standards, whether they be scheduled, non-scheduled or contract carriers.

A second set of safety standards would cover all operators using "transport type" aircraft on off-airways routes or on airways not fully equipped with all navigational aids. The strictly "bush" operators using primarily single engine aircraft would be covered by a third category of safety standards.

Action is now pending on these recommendations, which have been in the process of formulation by the Eighth region for several months, and it is anticipated that a draft release will be circulated to the industry for comment in the near future. If and when adopted, the new regulations will supersede all previous parts of the CAR, namely 41 and 42, and will be known as Part 45.

"We recognize the seriousness of the problem of maintaining safety standards for flying in Alaska, especially in view of the fatalities caused by recent air accidents in the territory during the past year, in which certain of our own personnel were lost," Mr. Plett said. "All personnel of the region should be encouraged to continue to do their utmost to carry out the responsibility that is CAATs to help make air travel one of the safest means of transportation."

FOUR ATTENDING TELETYPE SCHOOL

Class Eight of the Teletype School, which convened February 2 and will run through the month, is being attended by three men from Anchorage and one from Point Barrow.

The Anchorage men are Frank Faynor and William Z. Hudson of the Anchorage Station and Irwin Knight of the Regional Office. Harold Caldwell is attending from Barrow.

The following communicator assignments have recently taken place:

NEW ASSIGNMENTS

Emil Weaver	Anchorage
Jack Wright	Anchorage
Ambrose Morrison	Annette Island
Fred Whaley	Annette Island
Paul Haas	Annette Island
Robert Hill	Kodiak
Phillip Zagodzewski	Kodiak
Causby Strong	Anchorage
John W. Turner	Anchorage
Gleason White	Kodiak
Curtis Tyree	Kodiak
Faul Palmer	Juneau
Lloyd Riley	Juneau
Lloyd Schuler	Juneau
Glen Reynolds	Juneau
Forrest Thomas	Juneau
Howard White	Nenana

RE-ASSIGNMENTS

Lola Larson	Yakutat
Dale Hojem	Tanacross
Darrell Charest	Tanacross
Zelda Caudill, nee Sims	Nome
Edwin Klopp (as ERAC)	Anchorage
Joel Wing (as ERAC)	Anchorage
James Russ	Juneau
H.J. Doebler	McGrath
C.S. Holland	Anchorage
J.L. Cummings	Juneau

CIVAIR CLUB TO DISTRIBUTE ATHLETIC SUPPLIES TO FIELD

A variety of projects including a membership drive, issuance of copies of the recently-approved by-laws to all Anchorage area personnel, plans to distribute surplus Army athletic equipment to field stations and a Valentines Dance marked the activities of the Civair 8 Club during the past month.

As of the middle of February, 250 membership cards for 1948 had been sold. This is approximately half of the number of personnel in the Anchorage area and almost reaches the 275 total sold in all of 1947, the first year of the club's existence. Marilyn Wissler, secretary of Business Management, was in charge of selling membership cards. They may be purchased at any time during the remainder of the year from Irma Lebbin, Civair 8 Club secretary, Ref. 8-90.

The club's by-laws were revised by the new executive committee and officially adopted for the first time at its February 2 meeting. Copies of the by-laws have been made for all Anchorage personnel and are now being distributed together with a memorandum explaining the aims, purposes and projected activities of the organization, according to Frank Berry, chairman of the executive committee. The accompanying memo was prepared by Virgil D. Stone and Robert T. Williams, members of the committee.

Royal Peters has been appointed in charge of the committee to arrange for the distribution of surplus Army athletic equipment which has been turned over to CAA. Mr. Peters asks field employees to write to the Civair 8 Club executive committee and request any items which they want specifically. In order to help him make a distribution list.

Following are some of the major items included in the list of available equipment: 28 pair of 16-ounce boxing gloves, 1 pair of punching bag gloves, 3 punch-

MEMBERS AND GUESTS ENJOY VALENTINES DANCE

Approximately 150 Civair 8 Club members and their guests attended the Valentines Dance at the Ambassador Club February 13 which was highlighted by the introduction of the seven candidates for Fur Rendezvous queen.

Arvilla Underland, air traffic controller and one of the queen candidates, drew numbers for door prizes. Grant McMurray, Performance Standards chief, won four theater tickets and Paula King, also a queen candidate, was awarded a box of chocolates which she generously passed around to the crowd.

Peggy DeHart, Payroll, was given an ivory letter opener and Jake Holzenberg, Communications Maintenance, won an ivory cigarette holder. Both of the ivory pieces were brought from Gambell by John Daws.

Royal Peters was chairman of the dance and was assisted in decorating the club with an attractive Valentine theme by John Daws and Wes Rose. Connie Clayton was in charge of tickets and Pat Powell prepared the dance posters.

The Civair 8 Club executive committee has promised that the next dance will be "on the house."

There was a young lady named Carol
Who liked to play cards for apparel.
Her opponent's straight flush
Made the young lady blush;
Now Carol's apparel's a berroll!

-- Unknown Contributor

ing bags, 19 volley balls, 3 medicine balls, 4 badminton nets, 5 jumping ropes, 3 games of Cavalcade, 1 game of Snake Eyes, 3 sets of Bingo, 3 sets of Dominoes, 11 sets of Checkers, 16 Check-erboards, 6 darts and 3 target boards.

JACK JEFFORD COMMENDED FOR PORT HEIDEN FLIGHT

Adding further testimony to his fame as one of Alaska's most skillful pilots, Jack Jefford, chief of CAA's Airways Flight Inspection staff, received a letter of commendation last month from Regional Administrator W.P. Plett for his outstanding landing of NC-62 at Port Heiden the night of January 2 when he flew nine men from Anchorage to the station to aid in the rescue of two of the station's personnel lost in a blizzard.

Jefford took off for Heiden in spite of the fact that the field there was closed due to adverse weather conditions and a snow-drifted landing strip in order to land the rescue party and a snow jeep, which was picked up at Nalnek en-route.

The presence of the jeep at the station made possible the rescue of Leslie E. Brooks, Port Heiden MTC, from the CT site early Saturday morning. The other man lost in the storm was Richard B. Mills, communicator, who was found frozen to death a few hours after Brooks' rescue.

Administrator Plett's letter to Jefford says in part: "I am advised that the landing was successfully accomplished only through your unusual skill in handling the aircraft, and thorough knowledge of and ability to analyze weather conditions prevalent in this area.

"The fact that you were able to accomplish this landing at night and under such adverse field and weather conditions placed the rescue party in a position to undertake the rescue of the two employees at least eight hours earlier than otherwise would have been possible, if at all, as it is understood that the brief lull in weather conditions in this interval was followed by a more severe storm which would have precluded landing of any aircraft for an extended period.

"This office feels that you extended yourself far beyond the requirements of

EMPLOYEES CAN NOW KEEP OWN RECORD OF LEAVE

So that each employee in the Eighth region can keep his own record of the amount of annual and sick leave he accumulates, the Accounts division has issued individual leave status records to all personnel.

The amount of leave credited to each person at the end of the calendar year 1947 is shown, and from that each employee can figure how much leave he has coming at any particular time by adding leave accumulated since the end of the year and subtracting the leave taken. A chart is attached for the purpose of recording leave taken.

Permanent employees earn 26 days of annual leave a year, or one day each two week pay period. Temporary employees earn 30 days of annual leave a year, or two and a half days a month. Sick leave for both permanent and temporary employees is earned at the rate of 15 days a year, or one and one-fourth days a month.

your official duties, and in so doing conducted yourself in a manner in which the organization is proud, and for which we desire to commend you.

"Please extend our appreciation to the members of the flight crew who accompanied you on this trip and helped make it possible.

"By copies of this letter to Mr. Enberg, chief of Aircraft Service division, and Mr. Jackson, chief of Air Transportation section, this office is extending commendation to these men and their staffs for the cooperative parts which they played in the success of this flight."

Jefford received earlier acclaim as one of Alaska's top pilots last year in Jean Potter's book "The Flying North," an entire chapter of which was devoted to him.

SOC Speaks of Efficiency Ratings!!!

The Senior Overseas Communicator stepped in unsteadily through the kitchen door at 5:45 PM. Mrs. S. glared at him and took a deep breath preparatory to releasing a caustic remark, probably to the effect that she knew he got off duty at 4 PM and why didn't he move his bunk over to the blank station, and was he married to that mob of bolsheviks over there, etc. Before she could get underway, however, the SOC took the floor with his alibi.

"Tell you how it was, honey baby," he began hurriedly. "The forecaster made a rather intemperate statement concerning the probable low temperature for tonight and it got around to the Conservation Department, and the boss game warden called up and said he was worried as this here species was already almost extinct in Alaska and would we kindly help him -- so we had to run all over the west slope helping him round up the brass monkeys and getting them inside for the night."

The next day, the Perpetual Trainee inquired how the SOC got his two big black eyes.

"Tell you how it was, sonny boy," began the SOC. "My peepers have been giving me some trouble for quite awhile, so I have had to depend on my smeller. I wad down on my hands and knees, tracking a big snowshoe bunny and came up on the critter unexpectedly. Could have happened to anybody, huh?"

"While we're on the subject," he continued, "it is nice to know there is actually a promotion policy in the division, but if you ask me (which of course nobody does) it still puts too high a premium on grey whiskers. Anybody can get old, even without trying, and it's no special distinction. How you gonna discriminate between the guys who build up 45 seniority points in the entrance

grade, just barely holding the minimum requirements for the position, and the guy who is looking ahead to an active career in the division even though he may be the type who could make a living some other way?

"There's only one way, Bud, just one. That's the old efficiency rating. Efficiency ratings from now on are going to be tough. It's your only protection against the aged incompetent falling into a position where he'll be able to foul up the whole system daily and make the lives of the good men (and women) behind the mike and Moinschmidt miserable.

"It's a mortal cinch that longevity isn't the foundation for the type of vision required to build the super airways system we are hoping for in Alaska. So, some of us are laying awake nights trying to figure some method of rendering the most careful, fairest and most comprehensive efficiency ratings possible in the limited time normally allowed for that annual task in the Eighth region.

"Now get the heck out of here and start mending your ways, because tomorrow I have to make out an unofficial warning rating for you and a couple of your no-count buddies, so you can mend your evil ways before the day of judgement rolls around."

With this, the SOC took a long pull out of a bottle of typo cleaner in the lower right hand drawer and curled up for a short nap.

I think that I shall never see
A girl refuse a meal that's free,
A girl with hungry eyes not fixed
Upon a drink that's being mixed;
A girl who doesn't like to wear
A lot of junk strung in her hair.
Girls are loved by fools like me
'Cause we don't like to hug a tree.

TWO BOYS FINED \$200 FOR SHOOTING CAA CABLE

CAA has received a check for \$200 from the parents of two 11-year old Fairbanks boys to pay for damage to the main control cable at Weeks Field which the boys shot out with rifles January 17 in one of a series of many such instances of CAA cables being damaged by gun fire throughout the territory.

The cable went out during bad weather at Fairbanks and the two boys were immediately apprehended in the vicinity of the place where the cable was damaged. They denied having anything to do with it at first, but later admitted their guilt upon questioning by law enforcement officers, according to Frank Gray, Fairbanks station manager.

According to one report over the Anchorage radio station, a Pan American plane was preparing for a landing when the cable went out and had to circle the field for an hour in the bad weather until emergency repairs could be made. The incident also received considerable publicity in the Fairbanks Daily News-Miner in a news story and an editorial, the latter of which pointed out the extreme potential danger to aircraft when communications facilities are put out of order as well as danger to personnel in the area of the shooting.

In a letter from Regional Administrator W.P. Plett to Mr. Gray commending him for the prompt action of station personnel in apprehending the boys and the general manner in which the incident was handled, Mr. Plett said: "Publicity of this sort is exactly what we hope to accomplish by prosecuting this case. Your prompt action in having the boys apprehended and following up the matter is to be commended. Similar difficulty has been experienced at many other stations throughout Alaska and it is hoped that the publicity derived from the case at Fairbanks will reduce further incidents of this nature."

ROUND TABLE DISCUSSIONS BEGUN FOR RANGE CLASSES

Taking advantage of the presence in Anchorage of station CLMO's and MTIC's while they are attending Radio Range school, the Regional Office has begun a series of round table discussions for each class with branch and division heads in order to discuss mutual station problems, according to Instructor Frank Merrithew.

The first of such discussions was held for Class 3 which was in session from January 26 until February 6 during which time it met with representatives from Property, Personnel, Accounts, Procurement, the Warehouse, Transportation and the Communications and Plant and Structures branches.

The group discussions proved so satisfactory that those attending the class volunteered to meet at the Warehouse one of the Saturdays they were in town to straighten up old station records and business. The arrangement is also very helpful from the Regional Office point of view, according to Executive Officer H.L. Newman, who said that several of the suggestions from the station supervisors had already been put into effect as a result of the discussions.

Class 4 convened February 19 and will run through March 3. Those in attendance are Waldemar M. Johnson, MTIC, Iliamna; Raymond A. Bird, CLMO, Kodiak; Preston L. Stocum, MTIC, Moses Point; Raymond C. Hensley, MTIC, Tanacross; Charles R. Marchant, MTIC, Sitka and Walter G. Sunden, relief maintenance technician.

It is hoped the VHF equipment will be installed and in operation by the time Class 5 meets.

"What does a bride think when she walks into the church?"

"Aisle, Altar, Hymn."

AIRWAYS INSPECTION

— S.A.S. FINALLY GETS
— NEW PLANE HOME

Starvation Air Service is pleased to report the arrival of its Grumman Duck at Merrill Field. The somewhat unconventional design of the aircraft aroused considerable interest at stops during the ferry flight from Adak and at Merrill Field.

For the benefit of those who were unable to address questions or unkind remarks directly to the flight crew, but who intend to at the first opportunity, Bill Clayton and Jim Pfeffer want to make it clear that they did not make the airplane themselves. Orville Wright is not the pilot, the long rope is for the anchor and is not a kite string, it is not a device for drying laundry -- and to the person who asked "What is it?" there is no polite answer.

An emergency night flight to Nahnok was made January 23 by Jim Hurst and John Freeland accompanied by a doctor, nurse and medical technician to bring a desperately sick child, the daughter of a CAA employee, into Anchorage's Providence Hospital. It was an attack of appendicitis that sent Morgan Davies and Dr. Sogn to Skwentna on January 14.

Norseman Specialist Fuzz Rogers, who recently transferred back to Anchorage from Juneau, passed on his masterful touch and hard-earned know-how to Bill Hanson in Norseman NC-407. You can expect to see Bill around the Interior in this so-called one ton truck of the air. Of course, after Bill climbs in the payload drops to something in the light pick-up class.

Filing flight plans by radio is usually a time-saving convenience, especially on a freight shuttling run. But when Jim Pfeffer flies NC-14 (which is usually spoken of in the same breath with Jefford) with Bill Jefford, Jack's brother, in the crew and Clayton, Kelly, K.K. Kellner and Klokkevold aboard, ra-

HARRIET SCHAEFFER FLIES OUTSIDE TO MARRY

Harriet Schaeffer, whose dimpled brunette presence has graced the Mail & Files room for almost four years, resigned from CAA this month and went Outside February 7 by Northwest Airlines to become the bride of Harold Avery, U.S. Army Air Force, who is stationed at Rapid City, South Dakota.

To add to the excitement of an already important occasion, this is Harriet's first trip Outside. She was born in Kotzebue and attended school at Eklutna. She came to Anchorage in 1940 and met Mr. Avery who was stationed here with the Army.

Not all farmers are dumb in all fields.

dio communications take on the aspects of a conversation on a rural party line. Pfeffer says if Karabelnikoff had been on board he would have tossed in the sponge.

Mr. and Mrs. Jack Jefford are back from a week's trip to Western Alaska in their Stinson Voyager. They report that such places as Point Hope, Kotzebue, Elephant Point, Mountain Village and Hooper Bay are ideal vacation spots, especially in the winter time. After a few days spent in these villages, a person appreciates such luxuries as running water, bathrooms, thermostatically controlled furnaces and above-zero temperatures, and is eager to get "back into the old grind."

Although it was a vacation trip, Jefford says that by flying around the country in a small private plane and talking to residents in some of the more isolated settlements he was able to renew his acquaintance with the ever-changing problems of the small bush operator.

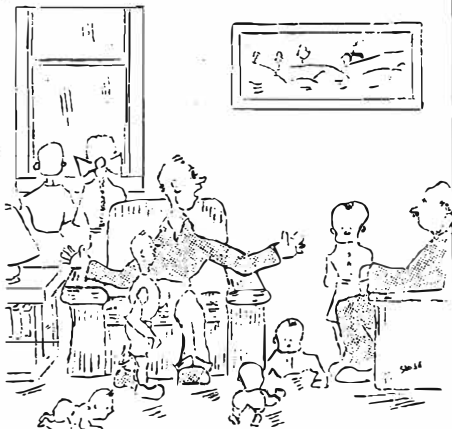
POTOSKYS FROM KENAI

ON RECRUITING TOUR

According to word received in the Regional Office, Romayne and Norman Potosky, man and wife communicator team from Kenai, are receiving considerable newspaper and radio publicity on the East Coast while on a communicator recruiting tour arranged for them by Washington while they were visiting Outside on annual leave.

The Potoskys went to the States in January and while in Washington CAA's Office of Aviation Information arranged a tour for them to recruit aircraft communicators for Alaska. They began February 3 in New York City when they appeared on the "We the People" show.

They have since been on several television broadcasts and have appeared at numerous public meetings in major East Coast cities. An indication of the type



"Most of these stories you hear about the effects of working around 'RF' currents are false."

(--Third Region 'Flight Log')

GET MONDAYS OFF

CAA employees who have noticed with dismay that three of the holidays observed in the federal service fall on Sundays this year, may once again take heart. The Mondays following George Washington's birthday, February 22, Memorial Day, May 30, and the Fourth of July have been designated as holidays for government employees, the Personnel division has announced.

of newspaper publicity the Potoskys have received was shown in lengthy clippings sent to the Regional Office from the New York Herald Tribune and the Washington Times-Herald, both of which were accompanied by large photographs of the couple in their fur parkas. An Associated Press wire photo of them appeared in a local Anchorage paper and apparently had wide circulation in the States.

As the couple has been instructed to refer all interested parties to the communicator training center at Oklahoma City, it is not known yet in the Regional Office how great a response there has been to their tour. The length and extent of the campaign will be determined by the response to it on the East Coast. In addition to recruiting single men for communicator positions, the Potoskys are also doing a limited amount of recruiting for mechanical maintenance and radio technician personnel during their public appearances.

The man and wife team entered on duty in the Eighth region in January of 1944 at Aniak after training in Seattle. They have been stationed in Nome, Anchorage, Minchumina, Gambell, Unalakleet and Kenai. A tall, attractive brunette from Boston, Mrs. Potosky is a former fashion model. Mr. Potosky is from Washington, D.C., and was an instructor in the Civilian Pilot Training program before joining the CAA.

HAINES

FINALLY INVADED BY LONGER HEM LINE

Personnel at the station have been trying to get in a bit of skiing between rain showers, but what with the rain melting all the snow it's a bit of a problem. The SS Alaska arrived in town December 26 on its Santa Claus run and our illustrious Chief Machin startled the passengers on the boat by zooming up to the dock on skis with his St. Bernard "Brandy" in harness towing him.

Numerous CAA heels were flung with wild abandon at the Chamber of Commerce New Year's Dance in the high school gym. This affair was rendered slightly more festive with the usual New Year's assortment of noise makers and torn paper that people insist in flinging in each other's faces.

Approximately half of the ladies were wearing formals and they were joined by the remainder, in conventional length garments, in a collective glare at the chief's wife who had broken down and purchased one of those new half-mast length dresses which dress designers in Paris, Hollywood and New York have whipped out to plague unsuspecting husbands everywhere.

Seems the unwritten law in Haines was "Hold That Hem Line and to Heck With Paris Until We Get Outside!" Now that the dike has been "Pearl Harbored" it probably will turn out to be every woman for herself -- and let the wardrobes fall where they may! In the final analysis, however, skirt lengths are neither here nor there, whether long or short, as long as peeking out from beneath them is a pair of oversized overshoes.

Being one of the fortunate holders of Manual Unit B-4-I (Fall and Winter contractions) and Supplement Nr. 2 thereto (at least that's what the chief told me) it became my painful duty to make the additions, deletions and changes contained therein, by the well-known hand entry method. Having completed this little task in the amazing time of three

weeks and two days flat, I can truthfully say that in my opinion the guy who dreams up the aforementioned additions, deletions and changes to be made by hand entry must be at least a C.F.-19. No man could or should work so hard for anything less in the way of salary.

Add item in the "PLEASE MR. HULEN CAN I HAVE SOME ANNUAL LEAVE DEPARTMENT:" All operations personnel are familiar with the practice of propping up that little milled wheel on the keying head with a pencil during periods of idleness. An unidentified communicator at this station was smoking a fag while transmitting his weather in the sequence and was holding the pencil in his hand together with the cigarette. At the end of the transmission he stuck the pencil in his mouth and put the Camel under the bar that holds up the wheel. It then slipped under the wheel and reconversion set it. Egad! Pipe tobacco (maintenance advised). Upon being informed of the incident, Marty Cordes protested his innocence with "Don't look at me. I smoke Marijuana."

Has "Time" Snafu

We've been wondering if any other stations in the region have a Snafu regarding time like we have here. The town of Haines is in the 135th meridian time zone, but due to some hangover from the war the town is running on 120th meridian or Pacific time instead of Yukon time.

This makes for all sorts of happy little situations, such as Midwatch Marty Cordes, who lives in town, starting to work Sunday morning and arriving on the job Saturday night of the week before. Of the four families living at the station proper, two go by town time and two by station time. To keep things straight whenever anyone from CAA mentions the time of day, he always adds "town" time or "station" time.

(Continued on next page)

LOLA NELSON BECOMES BRIDE OF WAYNE CLINTON

Lola Nelson, Mail and Files, was married February 7 to Wayne Clinton, Army Air Force, in an evening ceremony at the Church of the Open Door and is currently enjoying a three-week's honeymoon at home in Anchorage. She will return to work the first of March.

The bride wore a princess-style gown of white net over satin and a half-veil caught with a crown of tiny flowers. Her only attendant was Christine Oswald of Fort Richardson. Wilson Clark, Army Air Force, was best man. The Reverend John Gillespie officiated. Lola came to work for CAA shortly after her graduation from Anchorage High School this past June.

HAINES (Con't. from page 10)

We have been considering the plausibility of erecting a sign on the road from town, something on the order of "WELCOME TO CAA. YOU ARE NOW CROSSING THE INTERNATIONAL DATE LINE. SET YOUR WATCHES BACK ONE HOUR."

Upon receiving a flight plan on local aircraft, in order to inform the agent and post office, the communicator must translate from Greenwich to local to Pacific time, and by then the plane is buzzing the station.

The CAA and the town of Skagway, which are situated on either side of Happy Haines, have long cursed it in regards to this situation, but whenever you mention it to anyone downtown he always mutters something about daylight saving time, orders another beer and starts talking to the guy on the other side of him.

I had quite a laugh when I received my income-tax withholding statement. In one of those little boxes it says "Federal Income Tax Withheld, If Any," and under that is \$906.20. "If Any!" My God! What do they want, my blood?

WILL BE BACK SOON

Gail Kosbau, secretary of the Communications Operations division, is recovering very satisfactorily from an operation January 31 and will be back at her desk sometime in March, according to her husband "Howie." She came home from the hospital February 9.

NEW DESIGNATORS

(Continued from page 1)

exhausted: The designators are originated in Washington and have been selected to fit in with international operating procedures.

The new identifiers for the 45 Alaskan stations manned by CAA personnel are:

Anchorage.....ANC	Middleton Is....MDO
Aniak.....ANI	Minchumina.....LTM
Annette Is.....AIN	Moses Point.....MOS
Bethel.....BET	Naknek.....AKN
Bettles.....BET	Menana.....EMN
Big Delta.....BIG	Nome.....NOM
Cordova.....CXD	North Dutch Is...NDI
Fairbanks.....FAI	Northway.....ORT
Farewell.....FWL	Petersburg.....PSG
Fort Yukon.....FYU	Pt. Barrow.....PBA
Galena.....GAL	Pt. Heiden.....PTH
Gambell.....GAM	Sheep Mountain...SMU
Gulkana.....GKN	Shungnak.....SHG
Gustavus.....GST	Sitka.....STK
Haines.....HNS	Skwentna.....SKW
Homer.....HOM	Summit.....SIT
Iliamna.....ILI	Talkeetna.....TKA
Juneau.....JNU	Tanacross.....TSG
Kenai.....ENA	Tanana.....TAL
Kodiak (Vidy Is).MHB	Uniat.....UMT
Kotzebue.....CTZ	Unalakleet.....UNK
McGrath.....MCG	Yakataga.....YAA
	Yakutat.....YAK

The reason there were fewer wrecks in the horse-and-buggy days is that the driver didn't depend wholly on his own intelligence.

HOW MANY NELSONS ARE THERE?

Kilroy is practically a shut-in compared to 'Nelson' in the opinion of some of the field personnel in the Eighth region.

In fact the situation is getting so bad that some of the field employees are wondering if the organization is positively permeated with Nelsons, or if the Nelsons that do work for CAA spend all of their time traveling from station to station.

As one communicator told MUKLUK, "It seems that almost every day a dispatch comes through saying 'Nelson' is on his way somewhere. It has even reached the point where one day I saw a message saying that 'Nelson' was coming down to replace 'Nelson.' For gosh sakes (being a communicator, he didn't swear) how many Nelsons are there in CAA?"

Always happy to be of service in important matters, MUKLUK went to the Personnel files and found that there are only 12 Nelsons in the Eighth region as of February 15, 1948. (There were 13 until February 7 when Lola E. of Mail and Files changed her last name to Clinton.) Two of the Nelsons are women, three of the nine men are on traveling status and all of them spell their names "son." Here they are, in alphabetical order:

Clarence A. Nelson, aircraft communicator, who hangs out at Homer and has been with us since May 4, 1942.

Darrell M. Nelson, another communicator, who is stationed in Anchorage and has been getting his paychecks from the Eighth region since Feb. 17, 1947.

Edward W. Nelson, maintenance technician, who is also stationed in Anchorage and is the newcomer of the group, having signed up Jan. 21, 1948.

Francis A. Nelson, Jr., one of the three traveling men who are causing so much confusion to our good men in the

field. He is now a relief maintenance technician working out of Anchorage, but called Annette Island home from the time he entered on duty Jan. 5, 1945, until November of 1946.

Gerald J. Nelson, associate aircraft communicator and another Anchorageite. He has been purchasing teletype tape in Alaska since July 15, 1946.

Grant H. Nelson, general mechanic who has been tinkering with CAA equipment at Nome since Nov. 26, 1945.

Harry J. Nelson, airways inspector who has been kept pretty much in Anchorage since he joined up June 1, 1947.

James R. Nelson, aircraft mechanic also of Anchorage who came to us along with the Holiday Season Dec. 23, 1946.

Kathleen K. Nelson, clerk-stenographer in Anchorage who has been pounding CAA's typewriters since Aug. 1, 1946.

Lorraine M. Nelson, well-known red headed operator of CAA's link trainer in Anchorage, who began as a lowly communicator at Gustavus in 1945 and moved to the big city in August of 1946.

Ned E. Nelson, airways engineer and another traveling man out of Anchorage. Ned E. has probably caused more of this confusion than any of the other Nelsons because he has been moving around CAA stations longer, since July 2, 1942.

Ralph E. Nelson, another relief maintenance technician working out of Anchorage, who has been stationed at Bettles, Gustavus and Skwentna in the short time he has been with the Eighth region since Feb. 21, 1946.

It will probably surprise those in the field to learn that the Johnsons in the region outnumber the Nelsons by two (since Lola E. got married) and in addition
(Continued on next page)

CRUMBS FROM THE COMMISSARY

Valentines Day has come to pass
But fond memories linger on.
A box of chocolates was my fate,
I say, where has my figure gone?

Your crumb spent Valentines Day munching happily on chocolates and reading cards from friends. "Butch" Adams presented his wife with a large box of candy a little early. No ulterior motives, really, and he only ate half of the box. Incidentally, this candy was the Queens Anne variety similar to that stocked by the Commissary (plug) and must have been very good because everyone is "scales" conscious now.

A curious man approached Butch one day and asked if he had any "Bull Trim." Butch asked the man how much he wanted. When the man replied two pounds, Butch said, "Ho, but that's a lot of bull -- trim."

The Commissary has been honored by visits from MTIC's who were in town in connection with the Range and Teletype schools. Our friends (?), the MTIC's, were curious about personal commissary accounts. Some went home in barrels and others just lost a shirt or so.

Norm Lovenstein, Pete Peterson, Ben Mayfield and Selmer Holte recently made a trip to Bethel. This turned out to be quite an excursion with "surface-borne" Peterson demonstrating the ill effects of air sickness, while "airborne" Lovenstein acquired some tall tales to bring home.

NELSONS (Con't. from page 12)
tion there is one Johnston. There are only eight each of Joneses and Smiths, however, plus one Schmidt, one Schmitz and no Smiths. There are five Browns (and another "with an e") and six Petersons. And as far as the records show, Kilrey has never been here.

Wilma Gregory, the former Miss Strom, has joined forces with the Commissary and has already adjusted herself to the "Morningside Methods of Procedure," known only to Commissary Crumbs. Trying to be accommodating, we arranged her desk at an angle facing the clock. Happy ticking, Wilma!

Butch said to tell all you field personnel that if you aren't completely satisfied with your meat shipments, please send your complaints to him. He smokes Chesterfields; he satisfies.

Fresh frozen foods have arrived and all orders can now be filled. Clarence has been sorting through the shipment and when he emerged from the freezer he stated: "It's cold in there!" While freezing in the freezer, he recited this poem: "Once there was a little bug,

His name was Algy.

Algy saw a bear,

The bear was bulge,

The bulge was Algy...blame it on the freezer, we couldn't help it.

Several comments have come to us recently from station MTIC's. It seems they are hesitant in making out orders as they do not know exactly what the HQ Commissary has in stock. Therefore, we will print a box near each of our columns listing the special items of the month. Look for this feature to see what new merchandise has arrived at the Commissary.

Guess I'll put it in low and head back to the cell, so just grind my gears and call me shiftless.

-- THE CRACKER CRUMB

MERCHANDISE NOW AVAILABLE

Fresh Frozen Fruits & Vegetables:
Strawberries, Raspberries, Rhubarb, Peaches, Asparagus, Broccoli, Cauliflower, Cut Corn, Corn on the Cob, Peas and Squash.

COMMUNICATIONS ENGINEERING

We hear Buck Webb is playing Paul Bunyan at Whittier. He's busily chopping the limbs off the tallest tree in the area to make a pole on which to mount a Sloping-V antenna for the new Anchorage-Portage VHF test. (This circuit will replace a part of the landline between Anchorage and Whittier.) The man helping Buck, from the ground, is Dan Rogers.

Betty Ann Stracener had a short vacation in Seattle when her husband had to go Outside on business.



In this first leap year since the war, it is more important than ever for the men of our country to be as attractive as possible. Joseph Yesenski, feeling the need of his fellows in Alaska who are unable to get first-hand information on the latest men's clothing developments, personally toured the shopping centers in New York City and brought back several samples of the most recent styles which he will soon be seen wearing on the streets and at the social gatherings of Anchorage.

Mr. Yesenski advises that the most practical wardrobe for the young businessman is as versatile as possible. He suggests several suits harmonious to a common color scheme so that the jackets and slacks may be used interchangeably to create an entirely different costume.

Mr. Yesenski chose for his business wardrobe: a beige gabardine, a brown tweed in a medium-hard-twist fabric and a brown suit with fine white pin-stripes. Any of these jackets may be worn with any of the slacks to achieve an entirely different sports ensemble. Shirts, ties,

Ernie Greene and his family are back in Anchorage after spending the holidays with their parents in Washington and Oregon.

That left Ed Grimstad as our only wanderer. He was Outside on business and returned about the 15th of the month.

At Whittier, Ted Young and Tom Sides are turdging up a mountain dragging a toboggan loaded with radio gear. Sounds like an apprenticeship for would-be trappers.

"THE NEW LOOK" FOR MEN

socks and handkerchiefs chosen for one suit will blend with any of the other suits or sports combinations. Thus, Mr. Yesenski has acquired a protean wardrobe from a minimum of different garments.

For wear with any of these business or sports ensembles, Mr. Yesenski selected a beige gabardine topcoat and a snap brim felt hat in a slightly darker shade of brown. These may also be worn with either of his dressier suits on all but the most formal occasions, which is not too pressing a restriction in Anchorage.

To lend that sparkle so valued by Alaskan men to his wardrobe, Mr. Yesenski has chosen a variety of ties in the smart gay new colors and designs. He especially favors party-colored stripes, as they are always in good taste yet add that bit of dash so precious to the man-about-town.

To complement the chic of his wardrobe, Mr. Yesenski has purchased a 1948 Nash, in dark green with white side-walled tires.

-- JOAN WALKER

Carl Hoffman very nearly earned for himself the title of "Most Unpopular Man" while attending teletype school. After constantly dinning into the heads of his students the importance of protecting the teletype machines from dust and dirt, Ed Jarvi, the instructor, picked up a pair of coveralls which Carl had draped over his machine for protection -- and quantities of salted peanuts fell out of the pockets into the machine. It is reported that Jarvi had that "Give Me Strength" look on his face, and Carl was restrained by his fellow students from diving under the work bench.

Approximately 20 new maintenance technicians recruited by Maintenance Inspector L.D. Hammarley in the continental United States have reported for duty to the Eighth region during the past month and will be assigned to stations throughout the territory.

Bill Knight engaged in "Operation Lost Luggage" last month, and the battle lasted for several days. Everyone in the division got so interested in its progress that he had to issue daily bulletins. He would commence early in the morning to call the office of the local airlines concerned, and after being tossed about from one person to another would finally end up in a blind alley with no more information than, "The man in charge of lost luggage is loading a plane right now." (Or unloading, as the case might be.)

On the fourth day Bill was getting impatient and decided to skip all the middlemen and go direct to the airline's president. He got the president on the phone with much less trouble than it took to get the baggage man. This led to several phone calls between Bill and the president of the line, which we all feel may lead to a lifelong friendship. When the luggage still failed to materialize, none of us blamed Bill at all when he left town early one morning.

P.S. The luggage is still lost.

It has been a long time since you have heard from us, but since the departure of the Mad Swede we have been putting our efforts elsewhere. (Not Smoky Joe's Bar, either.)

But getting down to brass keys, we were sorry to see the Thompsons go, although we were fortunate in receiving in exchange for them the Potoskys. Another arrival is Mrs. Hollier, formerly Joanne Dahnub, who has become the wife of an Alaska Road Commission foreman here, not to forget the construction crews, under Engineer Johnson, which are installing approach lights and the VHF antennas for the Kodiak teletype circuit.

The Potoskys left on annual leave January 2 for points east and will probably be back by the time this comes off the press, at least we hope so.

Everybody who can is taking advantage of the road to Seward with all its scenic splendor and fine fishing. There is hope that by the end of the year we should be able to make it down Homer way.

The Klan would like to dedicate this piece to the Koskeys at Tanacross and let them know we miss their chirp chirp on 315.

So in closing may we leave this reminder of a pilot's last words, "Be Careful! Fly Low and Slow."

-- THE KENAI KLAN

Many of our Maintenance Technicians in Charge from various field stations have been in the Regional Office the past month or two, either attending range or teletype school or going through Anchorage to enter on or return from annual leave. Attracting the most attention was MTIC R.C. Jameson of Kinchumina with a luxuriant red beard in startling contrast to his brown hair.

-- MARGE CHAMBERLIN