

NEW PORT HEIDEN COMMUNICATOR DIES IN SEVERE BLIZZARD

A severe blizzard at Port Heiden the first of this month took the life of Richard B. Mills, 22-year old aircraft communicator, and sent the station's MTC, Leslie E. Brooks, to the hospital with frozen toes and frost-bitten fingers when the two men got lost for two days while driving a jeep from the control station to the quarters area during the height of the storm.

They were lost Thursday, January 1, and could not be reached by station personnel or rescuers who flew down from the Regional Office Friday night until Saturday morning, January 3. Brooks was brought in from the CT side, which he had managed to reach Friday in search of aid, about 6 AM and Mills' body was found a few hours later in the area of the lost jeep, which was in the open tundra about two miles from the station's runway where the men first lost their way.

Mills' body has been sent to his home town of Portland, Oregon. He entered on duty with the CAA at Port Heiden October 15, 1947, following training at the Oklahoma City training center. He was a first class radioman in the Navy from 1943 until February of 1947.

The men left the control station for the quarters area, a distance of little more than a mile, Thursday about 2:30 PM after Mills had been relieved. He had stood his regular midnight to 8 AM watch the night before, but had continued on
(Continued on page 23)

BIDS FOR STATION MANAGER JOBS UNDER CONSIDERATION

Applications for the newly-authorized position of station manager at five of the larger CAA stations in the region are now being considered and all effort is being made to have the new men appointed and the station manager system in operation at those places by the first of February, according to Allen D. Eulen, acting assistant regional administrator.

The five stations for which manager bids are being considered are Anchorage, Annette Island, Kodiak, Nome and Juneau. Fairbanks also will have a separate station manager, and the CLIO who has been acting in that capacity since April.
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GLAMOROUS QUEEN CANDIDATE IS FOUND IN CAA OFFICES

CAA'ers in Anchorage were surprised and delighted this week to learn that the glamorous mysterious lady the Anchorage Lions Club has been searching for as its candidate for Rendezvous Queen, after purportedly catching one tempting glimpse of her boarding a bus, has finally been found right in their own midst.

She is 22-year old Arvilla Underland, attractive dark-haired air route traffic controller in the Anchorage Center at Merrill Field.

She was finally found, according to some reports, by Mr. Allen D. Eulen, past-president of the Lions Club and
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MUKLUK TELEGRAPH

Published by Eighth Region
CIVIL AERONAUTICS ADMINISTRATION
Anchorage, Alaska

January, 1948
Bobby Graves, Editor

Vol. 6; No. 1
Ref. 120; Phone 77

Jacobs Leaves Eighth Region

Eighth region personnel bid goodbye to one of the most popular executives in the Regional Office last month as E.H. Jacobs, assistant regional administrator, transferred to his new position as one of the two assistant regional administrators of the Third region in Chicago.

Mr. Jacobs will fill a new position in the Third region, as the practise of having two assistant regional administrators in the First and Third regions has just been put into effect. The business of breaking in a new job will not be new to the jovial well-liked CIA man as he came to the Eighth region in February of 1946 to fill the position of first assistant regional administrator in the region.

"Jake" has been with the CAA and its preceding agencies for nineteen and a half years, with the exception of four years in the Air Corps from 1942 to 1946. He began in June of 1928 as an aircraft and engine inspector in the New York - New Jersey area.

From 1928 until 1932 he was an aeronautical engineering inspector in what was then the Aeronautics Branch of the Department of Commerce. As the only single man in the group of about two dozen inspectors in the country he spent most of his time on assignments throughout the whole of the United States.

It was during this period that "Jake" became a member of the "Caterpillar Club," an organization composed of persons who have saved their lives by

jumping with a parachute from a disabled plane in the air. This happened in Tulsa, Oklahoma, when both wings came off a plane he was testing.

He spent the next two years as an air carrier inspector at Los Angeles for the Western Quarter of the United States, and in 1933 transferred to Chicago with the same title. During that time the agency was changed to the Bureau of Air Commerce and operation of federal airways was transferred to it from the Bureau of Lighthouses.

In 1937 he was transferred to Washington as chief of the Certificate and Inspection Division, which dealt with all safety regulations with the exception of aircraft structural requirements.

Mr. Jacobs became one of the two assistant directors of the Bureau of Air Commerce in April, 1938 and remained in that position until the bureau became the Civil Aeronautics Authority in August of that year. After CAA took over, "Jake" was the acting director of the Bureau of Safety Regulations until July of 1939 when he transferred to his home town of Seattle in the Seventh region as senior air carrier inspector.

He was made Superintendent of Safety Regulations for the Seventh region in September of 1941. During this time he traveled to Alaska often on safety regulation matters. He became an officer in the Army Air Corps in July of 1942 and was subsequently stationed in Spokane, Washington, D.C. and Texas.

(Continued on next page)

FRANK BERRY ELECTED HEAD OF CIVAIR 8 CLUB

Frank Berry of the Communications branch was elected chairman of the executive committee of the Civair 8 Club at its first meeting January 12. Dave Dishaw, Plant and Structures, was chosen vice chairman; Irma Lebbin, Operations, secretary and Virgil Stone, administrative staff representative, treasurer.

Members of the executive committee were elected from their respective branches during the latter part of December. In addition to those mentioned above, Royal Peters and Dick Pasbro were chosen from the Business Management branch, which because of its size is allotted two places on the committee.

The 1948 executive committee plans to begin the year with a drive to attain 100 percent membership of all Anchorage area CAA personnel. The campaign will get underway soon with representatives in each office selling the \$1.00 membership cards for 1948.

Committee members express the opinion that memberships ought to be easy to sell in view of the impressive list of successful social activities sponsored by the club during 1947. Another Civair 8 Club dance also is being planned, probably for sometime in February.

JACOBS LEAVES EIGHTH REGION

(Continued from page 2)

Two days after "Jake's" discharge from the Air Corps in February of 1946 he entered on duty in the Eighth region.

Mr. and Mrs. Jacobs and their six year old son "Butch" left Alaska December 18 by boat because "the family has never had a boat trip before." They spent Christmas in Seattle and are now visiting in the Southwestern part of the States before "Jake" enters on duty in Chicago the first part of February.

COMMUNICATORS GET LEAVE THROUGH 56-HOUR WORK WEEK

One hundred fifty communicators in the Eighth region, or 38.7 percent of the year's average complement, were granted annual leave between June 1 and December 31, 1947, as a result of authority from Washington to use the 56-hour work week to cover the absence of those on leave, according to the Performance Standards staff.

Because of this special overtime authority, no leave was lost to field personnel through over-accrual, and a substantial amount of leave other than that accumulated over 720 hours was discharged. A total of 24,200 hours of annual leave was granted during this period, approximately 161 hours per person.

Allen D. Hulén is acting assistant regional administrator until a permanent appointment is made.

The following communicator appointments and assignments recently have been made:

APPOINTMENTS

Robert Corwin	Anchorage
Milton Wetherill	Juneau
Russell Morgan	Juneau
Paul Haas	Juneau
Richard Cross	Gustavus
Philip Mason	Yakutat
Malcolm Gilstrap	Yakutat
William Pitts	Yakutat
John Lemen (as JOC)	Anchorage
Lloyd Geisert (as JOC)	Anchorage
Byron Roberts (as JOC)	Anchorage

ASSIGNMENTS

Leland Hallett (OCCL)	Anchorage
Richard Schor	Fairbanks
John Kilian	Naknek
Joseph Paquette	Juneau

MARIE McDONALD WEDS
SERGEANT ATKINS DEC. 19

Marie McDonald, blue print operator in the Drafting room, returned to work January 5 from a two week's honeymoon following her marriage December 19 to Sgt. Robert A. Atkins, U.S. Army, in the All Saints Episcopal Church in Anchorage.

The new Mrs. Atkins has been with CAA four years, two of them in the Construction division and two in Drafting. Her maid of honor and only attendant at the wedding was Betty Powell, also of the Drafting room. Neal Haynes of Fort Richardson was best man.

COUPLE FROM WAREHOUSE
MARRIES IN NEW CHURCH

A marriage which was the first uniting two people from CAA's Regional Warehouse and the first to be held in the basement of Anchorage's new Methodist church was that of Arthur Gregory and Wilma Strom the evening of December 30.

The bride was given in marriage by her brother, Charlie Strom of the Alaska Railroad, and Mrs. Strom was matron-of-honor. Vern Huffman, from CAA's Communications Maintenance division, was best man.

Mr. Gregory has been in Alaska since 1937 and came to work at the Warehouse August 4 of last year. Mrs. Gregory began her employment with CAA two days later, August 6, having been in the territory for a month. She is from Minnesota.

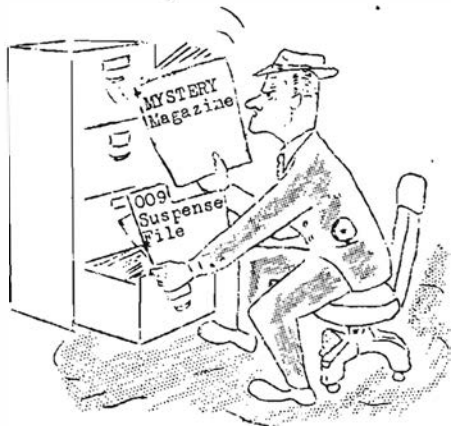
Following a honeymoon at Mt. McKinley Park, the Gregorys are now living on their homestead about nine miles south of Anchorage.

OPERATIONS BRANCH ISSUES
NEW PERSONNEL ROSTER

A new personnel roster for the Operations branch has been issued under the date of December 31, 1947. Two primary changes took place in the Regional Office staff since publication of the August 1 roster.

A stenographic pool was formed by the Communications Operations division in conjunction with the Maintenance divisions of the Communications and Plant and Structures branches; and an Airport Traffic Control section has been added with Kent Tillinghast acting in charge.

In the field, one primary change took place with the message center now being technically a sub-station of the interstate portion of the Anchorage Overseas-Interstate facility. Three hundred ninety-two aircraft communicator personnel appear on the roster and thirty-six controller personnel.



-- THIRD REGION "FLIGHT LOG"

SHOOTING CAA CABLES BECOMES SERIOUS PROBLEM

Damaging of vital CAA communications cable lines by careless and malicious gun shots has reached "epidemic" proportions recently throughout the territory according to CAA maintenance men who wish to warn field personnel and the general public of the extreme seriousness of this practice.

When one of the cable lines goes out all communications with air traffic in the vicinity are cut off, endangering the lives of men in the air and interrupting important CAA weather and air traffic broadcasts. Often a cable does not fail until several days after it has been damaged, and if such a failure should occur during bad weather when an aircraft is urgently in need of weather and landing instructions accidents could easily result.

Residents in all communities with CAA stations should be warned of this danger and parents should be told that they can be held responsible for the actions of their children in damaging and cables, according to Perry McLain, Plant and Structures airways inspector. Such injuring of government property is a felony and is punishable by fine and imprisonment.

Cables have been shot with increasing frequency of late, Mr. McLain said, which has cost the government a good deal of money and man-power to get them repaired in addition to the potential danger to the community which exists every time communications are out. A few of the stations which have had cable trouble through gun shots recently are Northway, Cordova, Fairbanks, Neknek and Yakutat. There are many others, he said.

Evidence in many cases points to deliberate injuring of the cables, although in some instances the damage is attributed to careless shooting.

ADVANCE WARNING REQUIRED FOR LOW EFFICIENCY MARKS

Advance warning must be given to employees before they receive "fair" or "unsatisfactory" efficiency ratings in accordance with recent changes in the Efficiency Rating Regulations of the Civil Service Commission, the Regional Efficiency Rating Committee announced this month.

These warnings will be in written form and should be given not less than three months and never more than six months prior to the date when the regular efficiency ratings are due. If necessary, the warnings may be issued less than three months before the regular ratings, but never less than one month.

All supervisors are advised that if any ratings due March 31 are expected to be below "good," the employees concerned should be warned without delay, H.E. Aldridge, new chairman of the Regional Efficiency Rating Committee said this week. No official rating of less than "good" will be recognized if prior warning has not been given. Details in the preparation of warning forms and the procedures to follow are contained in a memorandum from the Regional committee dated January 6.

RAY ANDERSON WRITES

Ray Anderson, formerly of Communications, who transferred to the Washington office from the Eighth region last August has now returned to Washington following several months in the Third region at Chicago, according to word received from him this month.

"I greatly miss my Alaskan friends but see an occasional one of them in my travels," Mr. Anderson wrote. He began duty with the CAA in the Eighth region in 1940 at the time of its incorporation as a communicator at Juneau.



Down in room 59 in the basement of the Federal building is the nerve center of CAA's daily business, the combined message center and switchboard where from 200 to 300 teletype messages and from 1000 to 2000 telephone calls are handled daily.

This busy noisy little room with its clattering teletype machines and constantly flashing switchboard operates 24 hours a day five days a week, 16 hours on Saturdays and eight on Sundays. Only on occasional, very special, holidays like Christmas does the center close down for the entire day.

The Eighth region's center is one of the busiest in all of CAA. Centers in the States operate only eight hours a day, and the volume of messages is considerably lower as most communication with the field is done by mail, which is not feasible in Alaska.

When a secretary in the Regional Office takes a message for the field down to the center, the girl on duty punches it out on the teletype machine. It is automatically recorded on a machine at the Anchorage Station which is directly connected with the one in the center. At the Anchorage Station the message is picked up and transmitted to the field.

Messages from the field to the Regional Office are handled similarly in

reverse. When a message comes in on the machine in the center it is checked, logged and forwarded to the addressee. If it contains information of concern to other offices in addition to the one to which it is addressed, the girls in the center make copies of it and send them to the other interested parties.

All outgoing and incoming messages are logged according to origination and destination, date-time group and the traffic number. These logs are kept on file for the convenience of the Regional Office where any back message can easily be found by knowing the date, places involved or traffic number.

The center also has a direct circuit with the main office of the Weather Bureau in the Central building. All Weather traffic is handled through CAA channels and the procedure is much the same. These teletype machines both send and receive, and while a message is coming in on one of them the operator can punch an outgoing message on the tape, hold it until the circuit is clear and automatically send it by just flipping a switch.

KEEPS RECORD OF PLANES IN FLIGHT

One of the functions of the center is to keep records of the positions of all CAA aircraft in flight, which information the girls phone to certain offices after each reported "fix." Anyone with special

interest in the whereabouts of a CAA plane can get the information by calling the center, including pilots' wives who want to know when their husbands will be home for dinner.

Sometimes similar reports are kept on special flights of non-CAA aircraft, as for instance the flight this fall of Evans and Truman, the round-the-world fliers. The progress of these two while in Alaska was phoned regularly to several offices in the CAA.

The center is also especially concerned with emergencies in CAA as it is the office which reports such things to interested parties in the Regional Office and arranges to get ambulances or medical aid to injured persons if necessary. In addition the center also handles reports for all aircraft accidents that occur in the territory. When a message comes in telling of an accident the girls type up six copies of a standard two-page form and forward them to the offices concerned, including the CAD.

FOUR GIRLS OPERATE CENTER

The four girls who operate the message center are Marie Adams who has the regular 8 to 4 shift weekdays, Vi Fisher who has the 4 PM to midnight shift, Florence Webber who works days three times a week and nights twice a week as relief and Phyllis Brazeau who works the midnight shift.

Marie has been with CAA five years, three of them in the center. She began with a regular office job but took an interest in the switchboard and learned how to work it in her spare time. She had never had any experience in teletype work either before she "just picked it up" and changed over from the switchboard to teletype operator. Her husband is Dave "Red" Adams, the butcher at the CAA Commissary.

Vi Fisher will have been with CAA three years in April. She began as a communicator at the Anchorage Station and moved in to the center last summer. She was married eight months ago to Hoyt Fisher, an aircraft communicator at the station.

Florence Webber worked for the Eighth region's message center at the beginning of the war but was evacuated in 1942 because her husband was in the service. At that time her oldest daughter, Margaret, was head of the center and her mother's boss. Margaret and her father stayed in Alaska, but Mrs. Webber had to leave. She returned to the center two years ago. Mrs. Webber has worked with teletype machines since 1917, including service with Western Union, the railroads and the Army Signal Corps.

The only single girl in the center is Phyllis Brazeau, who arrived here the past spring. She is from Oregon and gained previous teletype experience at the Boeing Aircraft Company in Seattle.

MRS. WATSON RUNS SWITCHBOARD

The position of switchboard operator is separate from that of teletype operator during CAA office hours, but nights and weekends one girl handles both the board and machines. On duty at the board weekdays is Mrs. Lillian Watson, an attractive white-haired lady with a cheerful friendly manner.

Mrs. Watson handles as many as 2200 calls during some eight hour shifts (it was 2263 one day last October) which is high for a board of that size. CAA's board has 15 pairs of cords, five trunk lines with the city, two with ACS and one with the Army. However, Mrs. Watson's activities are not limited to just saying "number please" and sticking the right plugs in the right holes. She also acts as an information bureau for almost half the calls coming in from outside of CAA and for many within the organization.

She came to work for the Eighth region as a switchboard operator in 1943 when the board was on the second floor next to the regional administrator's office. She has been in Alaska since 1907 and has worked on switchboards all over the territory. Her husband, Harry Watson, also is with CAA in the Budget and Management division.

People are sometimes apt to think that Mrs. Watson knows everyone in the
(Continued on next page)

PLAQUE SENT TO STANTON

AS FAREWELL GREETING

A large picture-plaque with photographs of 11 and signatures of 22 of the Eighth Regional Office staff was sent this month to Charles I. Stanton, deputy administrator of CAA, expressing best wishes to him in his new assignment as head of the School of Air Commerce of the Institute of Brazil which he will assume in March.

The framed picture is 20 by 24 inches and has a large scenic view of Alaska near the top in addition to pictures of the regional administrator, his assistants and branch superintendents. The background mat was drawn by Betty Powell of the Drafting room and is lettered with the following words, "Best Wishes to Charlie on his new venture." All other regions in CAA are sending Mr. Stanton similar mementos and are jointly arranging for a gift to present to him.

Mr. Stanton, internationally known for his work in civil aviation and highly regarded as the "father of U.S. Airways," has been granted a leave of absence from his duties with CAA "with reluctance but very great pride in his selection" by T.P. Wright, administrator of CAA. He has served the CAA and its predecessor organizations since 1927, less than a year after its organization, and has been connected with this nation's civil flying activities since 1917.

The Brazilian institute will be part of the newly created Aeronautical Technical Center at Sao Jose dos Campos near Sao Paulo. Mr. Stanton will be professor of Airways Operations and Control as well as dean of the School of Airways Engineering. Other activities located at the center will be similar to those carried on by the CAA at the Indianapolis Experimental Station, the National Advisory Committee for Aeronautics and the Air Force at Wright Field.

MESSAGE CENTER

(continued from page 7)

Regional Office by name, as she puts through a large percentage of the daily calls on that information alone. She admits, however, that this is achieved largely through keeping an up-to-the-minute alphabetical list of all personnel. In this way it's possible for a person to call anyone in the CAA in interchange by just giving his name, although this system isn't recommended for those with directories as it takes more than twice as long per call.

Mrs. Watson says she also has her own personal system for remembering who is where. She thinks of each extension hole on the board as a house on a block. When someone gets a new number she thinks of it as if the person had moved over to a new block. This may sound confusing to someone else, but the success of it became apparent during the mess movement of offices to the Lousac-Sogn building and within the Federal building this summer when Mrs. Watson could give you a person's correct extension 15 minutes after he had moved.

Often she will give a person the correct number even when he asks for the wrong one. "Are you calling Mr. So-and-So," she'll say. "I thought so. Someone else has that number now, he has a new one, I'll connect you."

"I WANT MOMMIE"

The extent of her patience and good humour on the board is illustrated by a call she got a few years ago from Tony Ekron, son of Genevieve Ekron of Audit, when he was about five years old. A small scared voice said, "I want to talk to my mommie." "Who is your mommie?" she asked. The small voice was a little impatient. "She's my mommie!" This went on for some time, young Tony getting somewhat disgusted at Mrs. Watson's apparent lack of information. She finally got him to tell her that his mommie's name was Genevieve. She thought of the Genevieves she knew in CAA and decided

(Continued on next page)

AIRBORNE FRESH PRODUCE NOW PURCHASED FOR FIELD

A decided improvement in the condition of fresh produce shipped to field commissaries is expected from now on with the Regional Office's new system of purchasing airborne produce for the stations. Henry L. Newman, executive officer, said this month.

During December the Regional Commissary entered into contracts to purchase the majority of its fresh green produce and vegetables for field commissaries from local "air fresh" shippers. Although the items will be slightly more expensive than those shipped by boat, they will be in better condition and much more satisfactory to field personnel. Norm Lowenstein, head of the Commissary, estimates that the produce, which is flown from Portland, now arrives in Anchorage just two days from the "commission house," to which the growers bring it.

One station, which formerly had consistently bad luck with its fresh supplies, wrote to the Regional Commissary recently and said the last shipment was "excellent, in fact very superior." Mr. Lowenstein is framing the note.

The height of conceit: working crossword puzzles with a fountain pen.

Mrs. Elren would be a good bet. Now whenever Tony calls his mother, he and Mrs. Watson have a short friendly chat before she connects him.

Finding persons for calls when she only knows their first names is quite a regular thing for her. Once a soldier called and wanted to talk to -- we'll call her Mary. "I don't know her last name, but I met her at a dance. She's short and fat and her first name is Mary," he said. Mrs. Watson thought a minute and then connected him with the right party.

FLIGHT INSPECTORS ORGANIZE AIR SERVICE

Starvation Air Service, a non-profit organization established by three outstanding members of the Flight Inspection staff, is having considerable trouble acquiring tangible evidence of its capital investment.

The first (and last) aircraft to be purchased is a single-engine amphibian affectionately designated "Duck" by the Grumman people. Actually, the airplane was named by an unidentified airport worker who first heard it; he simply said "Duck!"

Two executives of S.W.S. (which is spelled the same backwards) journeyed from Anchorage to Adak, roughly 1400 miles, in a small rubber boat to take delivery of the airplane.

Upon arrival at Adak, they discovered that some aesthetic individual had removed the Plexiglass cockpit canopy to make junk jewelry and snuff boxes. Other parts were missing too; so the ferry flight could not be made. However, the crew, Jim Hurst and Willie Clayton, enjoyed the scenic trip and were glad to have had the opportunity to see more of the country.

The Navy is now cooperating to make the Duck flyable -- so hopes are still bright for swinging into operation next summer. The tentative program is to specialize in poverty-stricken excursions for fellow employees.

Note: This is not a paid advertisement.

-- D.R.

Her hair in curlers, a faded robe fluttering behind her, the lady rushed out and hailed the garbage truck.

"Yoo hoo! Am I too late for the garbage?"

"No, ma'am. Jump right in."



Are you a supervisor? Do you hold a position of authority with persons of varying rank working under you? If so, an important part of your job is getting those who work under you to do their best. This is a matter of morale, not of rules and regulations.

Following is a list of "DO'S" and "DON'TS" for supervisors taken from the Sixth region's Aero-Antics. They represent the collective opinion of many employees ranging from clerks and typists to junior executives and can be considered a fairly accurate guide to morale building or destroying. Check yourself, honestly considering each item, and see if you are a good executive.

DON'TS

DON'T act as if every employee were an inferior. That idea went out with Hitler. An employee may be doing his job better than you are doing yours.

DON'T be impolite or rude when correcting a fault. Most persons follow better than they can be driven.

DON'T, ever, ridicule or attempt to shaw up your secretary in front of other employees or visitors. There's no surer way of producing poor morale.

DON'T expect your assistants to perform your personal errands unless you're pay-

ing their salaries out of your own pocket.

DON'T preach to your employees. They may not need it, their ethics and morals may be higher than yours, and they may get tired of hearing you talk, especially if they can't talk back.

DON'T use ink in correcting typographical errors when the errors can be erased. Your secretary gets tired of rewriting letters when a neat erasure can do the job.

DON'T, except under unusual circumstances, bring ten minutes of work to your secretary at 4:55 P.M., especially if she goes home on a bus. This can mean as much as an hour gone from her evening or the expense of a taxi fare home.

DON'T assume that all the girls in your office would fall in love with you if you were single. They just might prefer someone their own age.

DON'T expect your employees to work until five o'clock if you begin to read the evening paper at 4:30.

DO'S

DO be willing to roll up your sleeves and help. Is there a deadline to meet? Then help assemble that long report.

DO give your assistants some responsibility, and then allow them to use it. Junior executives have resigned because they had no voice in their offices.

DO be consistent in your behavior. If you are habitually aloof, don't occasionally try to become one of the gang; you might not be accepted.

DO encourage individual initiative. Don't stifle it by refusing to accept its products.

DO use praise more often than criticism. It pays dividends in greater loyalty and more efficient work.

(Continued on next page)

VHF RADIO EQUIPMENT
EXPECTED TO ARRIVE SOON

Delivery of the first portion of 30 VHF transmitter and receiver units to the sites where they will be installed is expected the latter part of February, according to E.E. Aldridge, superintendent of the Communications branch, who said that A.E. "Mike" Peterson is now back at the factory of the Islip Radio Company on Long Island making tests on the equipment. These units have been on order for almost two years.

The first 30 units will be installed on the Anchorage-Cordova and Juneau-Annette Island circuits, which ought to be in operation by this spring, Mr. Aldridge said.

Delivery of the remaining 168 transmitter and receiver units for completion of the entire VHF system in the region is expected about April of this year from the Hoffman Radio Corporation of Los Angeles. It is hoped the complete Anchorage-Annette Island circuit can be in operation by the end of 1948. This and the Anchorage-Kodiak circuit will be the first to be completed.

The only VHF communications now in operation in the Eighth region are those connecting Anchorage, Homer, Kenai and Skwentna and Juneau and Gustavus.

A bachelor is a guy who didn't have a car when he was young

DO encourage your employees to express their opinions; and at least act as if you respected these opinions.

DO be open-minded. Realize that you could be wrong. Admit there are some things about which other people know more than you do.

DO remember how you felt before you became the boss. Try to understand how your employees feel.

Woody Island
December 15, 1947

Gentlemen:

It appears the time has come to let the world know where all the missing "ham's" are, and on what bands they can be worked. To clear up the matter, we'll list the fellows with stations on little ole Woody, with powers from five to 500 watts.

In the Flea and Fly Power brackets we have WTRK/KL7 who sticks mostly to 40 CW and KL7LH on 40 and 20 CW and ten fone. Also on ten fone is KL7II -- all these fellows running less than 50 watts.

The other East Woody hams are KL7EI who is in the process of building a medium power all-band rig and KL7EK who is in with II and EI on an antenna farm co-op.

West Woody boasts only two active stations, KL7KI with 75 to 100 watts on 20 CW and 20 and ten fone and the nearest thing to a kilo-watt on the island, KL7FC's 500 watts used mostly on 75, 20 and ten fone, but quite often heard on any one of the CW bands.

There are a couple other ex-amateurs and a couple more that are preparing for the test.

KL7FC boasts a beam on ten, but the less fortunate must be content with folded dipole's and off-center fed hay-wire.

There may be disadvantages to so many amateurs on one little bit of land, but when conditions are bad and there's no one to answer our CQ's we can call each other and have a roundtable in which all participants are readable 100 percent.

- 73 - THE WOODY HAMS
By E. Miller, KL7KI

NORTHWEST AIRLINES PRAISES
CAA PERSONNEL AT NORTHWAY

Regional Administrator W.P. Plett addressed a memorandum of commendation last month to all employees at the Northway station, following receipt of a letter by the station's MTIC from Northwest Airlines thanking personnel there for their cooperation when the airline's planes have landed at Northway as an alternate for Anchorage.

The letter from J.F. Woodhead, manager of flight operations for Northwest Airlines, follows:

"Within the past few months we have had several occasions to make use of the Northway Airport as an alternate for Anchorage. All the flight crews involved have been very much impressed, and have expressed their appreciation for the way in which you and the other personnel stationed at Northway have handled their flights and the problems involved in refueling, caring for passengers, etc.

"We realize that in routing our flights into Northway we are taxing your facilities to the utmost, and we will attempt to keep our operations into your station at a minimum. It is gratifying to know, however, that when we do have occasion to go in there, we are so well cared for.

"If we could feel the personnel in all our alternates throughout the continent and Orient could do as capable a job as you have done, our operational problems would certainly be much simpler."

In his memorandum to Northway personnel Mr. Plett said, "Such letters of appreciation from the aeronautical public are very gratifying to the Regional Office as well as to yourselves who gain the satisfaction of knowing that your efforts to provide service are appreciated and valued. All personnel concerned are to be commended, and appropriate record has been made in your personnel files."

CMCTNS. ENGINEERING
PEOPLE VACATION OUTSIDE

Forsaking Anchorage's pleasant mild climate to take their chances on the weather Outside during the holidays, four Communications Engineering people spent Christmas in the States this season and have since returned to the fold.

Buck Webb, electrician, and Dan Rogers, engineer, rode the non-skeds out December 23 and returned January 6 after spending Christmas at their homes, Buck in Bremerton and Dan in Seattle. Dan says he had to go to help his brother assemble the new electric train he got for his boy. He saw Eleanor Hinkle, former division secretary who left the Eighth region last June, in Seattle and says she plans to return to Anchorage in April.

Eleanor Tierney, present division secretary, returned January 5 from a month or so annual leave in and around her home in Tekos, Washington. Joe Yesenski (Yes-enski, not No-senski, as he points out) returned a few days later from annual leave in New York, having been detained a few days in Montana because of bad weather.

Our division lost Johnnie Basley, newly-married technician, who quit in December to move to Juneau and work for a private electrical contractor. However we got a new electrician the first of this month in the person of James H. Banis, who will work in the Regional Office.

Kenny Hageman returned from his ten week course at the ILS school in Oklahoma City a close three days before the stork visited his house. Kenny returned December 23 and was presented with a second son for a Christmas present December 26. The boy weighed eight pounds 15 ounces at birth and has been named William Wayne. His first son, Barney, is two years old.

-- JOAN WALKER

Avoiding the Pitfalls

WITH DAPHNE DARLING

Our renowned lovelorn editor, with characteristic concern over the troubles of others and in absolute disregard for her own life and safety, has been induced to come out of hiding and minister to the heart troubles of three desperate Washington government girls who appealed to the MUKLUK for help. Parts of their letter follow:



DAPHNE DARLING

Dear Daffney:
Your column is the one we turn to as soon as the MUKLUK arrives

by sled, but we have been missing your brilliant ponderings and are worried that you have been ill or that someone has "did you in" for some of your advice -- but don't worry, Daffney Darling, we think you really are super.

Mary has a boyfriend. She finally hooked him, money, car and all. She wonders if before they are married should she ask him to shave his bristly mustache, or would that be asking too much?

Annie (with an "ie") has her problem. She can't find a man. Maybe it's because she works here in Washington where there are so many women for each man and all the nice ones are married, so she has found to her sorrow. What she wants to know is, how can you tell when a man isn't married if he says he isn't. Do you think she should leave Washington? She isn't too ugly, but isn't as young as she feels. She can cook and loves to keep house.

Then there's Lillian who has a new boss and he insists the only way he can give her dictation is to have her sit on his knee. But Daffney, she is so bashful and hasn't done it to date because she doesn't know which knee to sit on -- right or left?

We all hope you have a successful New Year and that all your advice will continue to be the best that you are capable of. With kindest regards,

-- THE GIRLS IN WASHINGTON

Dear Mary;

Considering all the other qualifications of your boyfriend, and the hopelessness of my own search for perfection in any man, I should say better let the tail go with the hide, and if the mustache is kinda hard to take, try adhesive tape on the upper lip. Best of luck. -- Daphne

Dear Annie; I had the same problem. Not only in Washington, but I just couldn't find a man anywhere after the big railroad strike of 1897 (oops) until I heard about the Klondike Gold Rush. After I arrived in Dawson it looked as if my problem was solved and how! Right now, dearie, there's as big a preponderance of males in Anchorage as there is gals in Washington -- so come ahead, as I am getting along and there are more than enough to go around. -- D.D.

Lillian: A famed strategist once remarked, "When in doubt, compromise." There is always a middle course! Have you tried alternating between knees? If your boss does not sport too prominent a bay window, a system could probably be worked out whereby the shift could be accomplished between paragraphs or during pauses for breath.

Of course this is a detail which will have to be coordinated at the Washington Level, and is a problem rarely encountered at the Regional Level. I believe I remember the Office of Coordinator of Salvage of Pencil Stubs in the Pentagon had a similar problem and you might contact him for a copy of the directive he issued on the subject (unless, of course, it is still top drawer secret information) in which case a word to certain Congressmen will bring the whole matter to a head.

-- DAPHNE DARLING

PERSONNEL OFFICER'S CORNER

REGIONAL AND NATIONAL PROMOTION PLANS

CAA has developed and placed in effect throughout its entire organization a broad promotion program based on the policy that promotion from within will, in general, be followed in filling vacancies. This program consists of two separate promotion plans, one of which operates on a regional basis and the other on a national basis. Both plans were placed in effect during the present fiscal year. The general objectives of both are the same, namely: (1) to assure fair consideration to all eligible employees, and (2) to select the best qualified person available. The essential features of each plan are outlined below.

REGIONAL PROMOTION PLAN

Each region has put into effect its own regional promotion plan which sets forth the policies and procedures governing the filling of positions at grades CAF-11, P-4 and below. The regional promotion plans in effect in the various regions are uniform in basic policy, but may vary slightly in procedure to meet local operating conditions. Particulars on the Regional Promotion Plan of the Eighth region are set forth in the Eighth Regional Administrative Order No. 5 issued to all employees on September 12, 1947. It should be borne in mind that the Regional Promotion Plan applies only to filling positions by promotion at the grades specified and is region-wide in scope.

NATIONAL PROMOTION PLAN

The National Promotion Plan is uniformly in effect throughout the entire CAA and governs the filling of positions by promotion at grades of CAF-12, P-5 and above. Competition for those positions is on a nationwide basis. All positions at those grades, both in Washington and in the various regions, are covered by this plan, with the exception of a very limited number of top administrative and staff positions.

COMMON FEATURES OF BOTH PLANS

Both Regional and National Promotion plans are similar with respect to the following features:

1. To be eligible for consideration in filling a vacant position, a candidate must meet the announced eligibility requirements for that position.
2. An established evaluation pattern is used to determine the best qualified candidates.
3. The operating official concerned may select any one of the three highest ranking candidates to fill the position.

ANCHORAGE ASTERISKS

Christmas and New Years have come and gone with the usual accompaniment of holiday joys. The Elks, also as usual, treated the kids of Anchorage to a Christmas tree and a free movie.

The news you all no doubt have heard. There were aircraft accidents too many, including the B-29 that crashed two minutes after takeoff from Elmendorf. Much search revealed only wheels and a wing tank, no trace of the crew. A shooting, too, marred festivities when a dopey joe plugged the Westward Hotel clerk on New Year's Eve in an attempted robbery.

Before and since the New Year local residents have viewed their tax bills with varying degrees of horror. It seems that we all voted for expansion of the school system, quite a few thousand dollars. So the city promptly built a new school building to care for the Third Addition to Anchorage. Now we find we (taxpayers) will pay for the new school in one year, which means double taxes this year. There goes the bank balance!



Who? He! Oh, I just didn't like the women's new styles back home.

GBL'S NOW TO BE PAID OUT OF REGIONAL OFFICE

Because of the change, effective January 1, in which Government Bills of Lading will be paid by the Regional Office instead of the Washington office, field personnel are asked to forward the receipted memorandum copies of the GBL's to the Regional Office within a week after shipment. If this is not possible a dispatch should be sent giving the GBL number and pertinent information.

Personnel in the field are also asked to change their existing stock of GBL's to show the carrier that he will be paid from Anchorage instead of Washington. The procedure under the change is described in detail in a memorandum issued December 26.

A new role for the Anchorage Police Department: policemen rescued nine pups from possible freezing. It seems that a party left the pups in a box in the alley; someone notified the police who promptly picked up the pups and subsequently found homes for all nine of them. The pay-off was when they charged the owner with something or other and fined him \$90. Ten bucks for each pup!

Here is something the office cat brought in, perhaps you have heard it:

He grasped me by my slender neck,
I could not call or scream.
He carried me to his silent room,
Where we could not be seen.
He tore away the flimsy wraps
And looked upon my form.
It was so cold, so still, so damp,
And he was, Oh! so warm.
His eager lips pressed so close,
I could not make him stop.
He drained me of myself,
I gave him every drop.
He made me what I am today --
That is why you find me here --
For I'm only a broken bottle
That once was filled with beer.

TALKEETNA

HAS A WILD TIME WITH SANTA CLAUS

Now we know why Santa Claus has a red nose! We wonder if he had as much trouble in other Alaskan communities as he did in Talkeetna.

A vote was cast by the family heads here and we decided the kids should have a Santa Claus -- that is the kids between one and 40. We went thence to the local pub to talk the situation over, and after many brews convinced the manager of said pub that he was entirely the type we had in mind, and how's about it. We had him cornered, having just ordered another round, still unpaid. He consented.

About 8:30 Christmas Eve he arrived at the station, having fortified himself amply with a few quickies. The kids' presents were all neatly stacked in piles in numerical order in the utility building, and it was necessary for Mr. Claus to return after each trip to the houses to the utility building and replenish his sack -- and that ain't all -- he is a timid soul and in order to maintain his legendary high level of boisterousness, he replenished himself.

Now there are six families here and it was necessary that Santa be given much instruction, and replenishment, between trips. At the sixth house, the domicile of Mr. and Mrs. Shields, Santa reversed his field and made with the hugs and kisses towards the lady of the house instead of the expectant youngsters. Sandy, the eldest of the Shields' daughters and a comely four-year old, remarked, "Santa Claus is just an old wolf too!"

Santa, among his varied interests in Talkeetna, runs the village roadhouse together with his ever-lovin' wife (that is, he runs the roadhouse and his wife runs him). During the period mentioned above when we were enticing Santa to entertain our kids, we promised Mrs. Claus

we would return him to the fold not later than an hour and a half after the festivities began.

Time was a wasting. On the way back to town, with Mr. Claus entertaining us with a barroom version of Jingle Bells, we espied an especially bright light accompanied with great singing and celebrating. We, of course, stopped in to see what was the matter. This naturally called for more replenishment and by this time Santa's face was pushed up to the top of his head, causing a protruding mustache from his forehead and nose and eyes where his hat ought to be. More songs and more replenishment followed.

When Mr. Claus and his helpers fell into the roadhouse at 2 AM we were met by 40 of the town's celebrants whooping it up. Poor Mrs. Claus! -- she had the upstairs full of sleepers and the downstairs full of drunks and in comes the old man so full of good cheer he buys the house a drink and passes out. I think we will have to look elsewhere for a Santa Claus next year.

A large community dinner for both Christmas and New Years, terminated by a Mukluk Shuffle in each case, marked the high spots in the holiday's social activities. The Mukluk Shuffle is always a "high" occasion.

We wish to thank all the stations who remembered us with Christmas and New Year's greetings, and give a special cheer to Haines for its very original card.

New incumbents since our last time to press are Communicators Eugene Litz from Naknek and Maurice Brew from Farewell. At this writing they seem settled to the inevitable -- whatever that is. Litz is learning poker a la Sourdough. Brew has provided us with a large tobaggan which,

(Continued on next page)

FORMER WOODY ISLAND CLMO
STATIONED IN SAN FRANCISCO.

J.H. Dobrin, former CLMO at Woody Island, wrote to the LUKLUK this month that he is now LTIC at CAA's San Francisco Interstate Airways Communications station and "would like all Alaskans traveling in that area to drop in and say hello."

"I would enjoy seeing any or all of my old friends," he wrote. "My office is in the San Francisco Municipal Airport building annex."

Mr. Dobrin was with the Eighth region from December of 1941 until June 29, 1947, when he transferred to the Sixth region. His residence address is 3178 Broadway, Redwood City, Calif; and his office address is P.O. 96, San Bruno.

BERATO ATTENDS MEET

E.H. Berato, chief overseas communicator at the Anchorage Station, left January 10 for Seattle and a conference of OACS chiefs from the Sixth, Seventh, Eighth and Ninth regions. Discussions were slated to cover mutual problems of OACS chiefs, including the international Notice to Airmen service which is now being established, and International Civil Aviation Organization (ICAO) procedures.

when hooked behind the station truck, makes for many lethal aches and pains.

Sol and Andy are blowing snow like mad. Two feet of snow per lick is like the doing what comes naturally.

LTIC H. Ervin, E. Shields and M. Brew are currently raising sled dogs. Formula: take some dogs - lotsa corn meal - many smoked salmon - yourself as the biggest dog = 1 dog team (or a reasonable facsimile thereof).

RANGE AND TELETYPE SCHOOLS NOW SEPERATE

The Eighth region's Teletype and Radio Range classes reconvened January 1. Following disruption in December due to members being called away on business in the field. Teletype and Radio Range classes are now being held separately with two different groups of students attending each school.

Radio Range school courses now run for two weeks. Class Two, which began January 5, graduated the 16th of the month. Students, all LTIC's, were: George E. Sargent, Northway; Charles W. Abbott, Maknek; John A. Lind, McGrath; Charles F. Peck, Gulkano; Rufus Karrigan, Galena and Don F. Baker, Big Delta. Frank Merrithew is instructor.

Class Three will convene Monday, January 26. Members will be Leslie E. Brooks, Port Heiden; Robert D. Bruce, Bethel; Stanley W. Jeffcoat, Fairbanks; Edward M. Allenbaugh, Nome; Fred Diesemeyer, Summit; Charles J. Furricone, Unalakleet and Abbott H. Generaux, Skwentna. All are LTIC's or CLMO's.

Mr. Bruce was originally scheduled to attend the January 5 class, but wired the Regional Office shortly before classes were to begin that he couldn't make it at that time as the stork had visited his home and presented the Bruces with another son.

The January Teletype school class will run throughout the month. Members are Ray Rivers, Carl Hoffman, Emmit Boone and Daniel Cruz, all from Anchorage. This is the Seventh Teletype School class. Ed Jarvi is instructor.

VACATION PAY

Little check, in one more day
You and I will go away
To some gay and festive spot,
And I'll return and you will not.

-- Ninth Region "Trade Winds"

PLANT AND STRUCTURES

ENGINEERS BEGINNING RENDEZVOUS BEARDS

Things are pretty well back to normal here in 51, with all our engineers in from the field at the same time. They're pretty happy to have been able to spend the holidays at home, all except Ed Griffin who took off for Juneau to spend Christmas and some old, unused annual leave. What is there about Southeastern, Griff?

Andy Darles and Elmer Daalmonn made a survey trip to Katalla the early part of December, returning about the 15th, and Scott Donaldson was on a two weeks inspection trip to Neknek about the same time. They say nothing exciting happened to them, so if they won't talk, I won't write.

"Mac" McDaniel returned to work after about a month of battling an infected sinus, which led to a terrific (to hear him tell it) case of hives, due to his being allergic to penicillin.

Leigh Robinson, Bob Tietjen and Homer Stalraier took annual leave the day before and the day after New Years to go on the Mt. McKinley excursion for a long (I didn't say lost) weekend! I see they got back safely, so the girls can sigh a deep sigh on Bob's and Leigh's behalf.

Vlad Barnuta, who is on his way to South America, sent the office a "communiqué" from New York City and a Christmas card from New Orleans. He's getting around, that boy!

We have a new engineer to take Frank Yurg's job. Frank, by the way, transferred to the Ninth region and he and Mrs. Y. seem to be very happy over there among the swaying palm trees and coconuts. We miss his heckling, though. The engineer to take Frank's place is Parker Negus, a transfer from Communications Engineering. Another new man (to some of us) is Porter Kilpatrick, who is taking Vlad's place until he returns. Port used to work here in '44 and '45.

Jerry Kempton finally got back to his own office after quite some time away from Section 51. With the time he spent on his house and the hours he put in "acting" for J.C. Hooper, we didn't see much of him from the time we first moved to our new offices until this month. He got back just in time to wave goodbye to Elizabeth Treadway, who was his secretary and who transferred to the head position in Mail and Files. Dorothy Meredith moved from Dan Setchfield's office to take Elizabeth's place, and Helen Mathews Bailey moved up to take over Dorothy's job.

Ed Fisher decided to use up some accumulated annual leave, so he went home (Bozeman, Montana) for the holidays.

Haldis Rasmussen, one of our secretaries here in Engineering, became the proud possessor of a lovely diamond for her third finger left hand when Christmas Eve rolled around. That leaves just three girls in Engineering who aren't attached -- as yet! It's Leap Year, girls -- but look before you leap!

I looked closely and noticed several of the men starting their boards this month. It appears to me they're only too anxious to put their razors away. We'll have more on boards next month, after they get a healthy start. It looks as if "Doc" Titus has the most fuzz now.

In closing, may I say that:

I think that I shall never feel

A board that has romance appeal!

So grow your beards and have your fun

-- I'll save my lovin' 'til
the beards are done!

-- D.J.M.

Men are peculiar, just as women have long suspected. For instance, a fellow who had not kissed his wife for five years shot a fellow who did.

P. & S. MAINTENANCE

ATTEND ILS SCHOOL

V. E. Knight, chief of Plant and Structures Maintenance division, and Mrs. Knight entertained Maintenance personnel and their spouses at an Open House at their home Sunday, December 7, between the hours of 4 and 6 PM. The party afforded an opportunity for all employees to get acquainted, and it is certain that all of them enjoyed themselves immensely.

Dave Dishaw seems to have developed a sudden interest in the Arctic. An inspection trip took him to Gambell, and we are of the opinion that sub-zero weather, a young 40-mile gale and plenty of snow were deciding factors in Dave's making a thorough, but hasty, inspection of the station. It seemed he had barely returned to headquarters when, as if one northern excursion wasn't enough, he again boarded a plane for Point Barrow. We all held our breath while he was gone wondering if he would make it back for Christmas. He did. Dave seems to think Point Barrow wouldn't be the best place in the world to enjoy a turkey dinner. No reflection on Barrow, of course.

We miss Pauline Martens who is enjoying annual leave outside. We haven't heard a word from her, but as no news is good news we hope it's just that she is having so much fun she hasn't time for correspondence.

S.B. Renn also was on the prowl during December. He spent approximately ten days visiting Unalakleet, Nome, Moses Point and McGrath obtaining administrative efficiency ratings on all mechanics at these stations. It is intended to make an official inspection of all P. & S. Maintenance personnel before the end of the fiscal year.

Fred Yemey, who spent several weeks this past month on the West Coast, enjoyed his Christmas in sunny California and returned to the RO the first part of

Two maintenance technicians, Carman H. Smith from the Anchorage Station and George J. Fischer from Annette Island, left January 3 for CAA's Instrument Landing System school in Oklahoma City as the two representatives from the Eighth region. Smith has been with this region since December of 1946, and Fischer entered on duty February of 1947. The course takes about ten weeks.

January. We'll bet he remembered the California sunshine and spreading palms after his first trek through Anchorage's snow-covered streets and pathways.

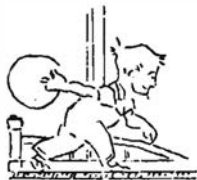
William Thomas returned December 30 from a trip to Annette over the holidays. He was on assignment to change defective insulators and to inspect the station and facilities.

LOOK! A BALANCE SHEET

Population of U.S.....	135,000,000
People 65 years or older.....	37,000,000
Balance left to do the work..	<u>98,000,000</u>
People 21 years or younger...	54,000,000
Balance left to do the work..	<u>44,000,000</u>
People working for the Govt..	21,000,000
Balance left to do the work..	<u>23,000,000</u>
People in the Armed Forces...	10,000,000
Balance left to do the work..	<u>13,000,000</u>
People in state & city jobs..	<u>12,800,000</u>
Balance left to do the work..	<u>200,000</u>
People in hospitals & insane asylums.....	126,000
Balance left to do the work..	<u>74,000</u>
Dums & others who won't work.	62,000
Balance left to do the work..	<u>12,000</u>
People left in jails.....	11,998
Balance left to do the work..	<u>2</u>

Two? You and I. And you'd better get a wiggle on. Two cannot run this country alone. We'll need each other's cooperation.

-- E. ERICKSON



CAA SPORTS

SAD SACKS NOW LEAD MEN'S BOWLING LEAGUE

The SAD SACKS remained top team in the CAA Men's Bowling League this month and the MUSKEGLERS climbed into second spot as of January 16th's scores.

January 9

Although the SAD SACKS split two with the KEE BIRDS, they retained their hold on first place. The KLONDIKE GANG hit 805 and 2298 for weekly high scores and took 4 points from the PENTODES to move into fourth place. Bob Tietjen (51) hit 215 for high single and Bud Chambard (180) rolled 506 for high three. The MUSKEGLERS climbed into a second place tie with the FIXITS by sweeping their series with the ETHERITES.

January 16

The SAD SACKS white washed the MODULATORS to hold onto undisputed first place, while the MUSKEGLERS split even with the KEE BIRDS and took over second spot. Herv Aldridge (60) hit high single of 208 and 557 for high three to help the SAD SACKS take high team single with 770 and high three with 2194.

The KLONDIKE GANG was given 4 points by the PROP BUSTERS who forgot the schedule and forfeited their Wednesday night games. The American Bowling Congress is launching a full-scale investigation into the three-game series rolled by Sherrod Kendall (77) to determine if his rousing 341 total was bowled left-handed or with one hand tied behind his back.

-- GENE SCHARNEK

CAA TEAMS TAKE TOP SPOTS IN CITY TOURNEY

Two CAA men's bowling teams took first and second spots in the first night of the first Annual City Tournament January 17 at the Aleutian Lanes. The STOCK CHASERS rolled 2746 to lead the tourney so far and the FIXITS chalked up 2742 points to take second place. Both teams were aided by large handicaps.

Individual scores of the STOCK CHASERS, counting handicaps, were: Mayfield, 612, Potts 571, Young 523, Adams 529 and Lowenstein (captain) 511. Series scores for the FIXITS with handicaps were: Reid 571, Harvey 524, Dishaw 575, Rose 568 and Clark (captain) 494.

The KEE BIRDS hit 2672 in the tournament by combining the following scores: Watson (captain) 495, Stowell 540, Perina 551, Williams (Bob T.) 547 and Scharnek 539.

The DIRT STIFFS rolled 2624 with these totals: Kempton 567, Earles 537, Seiler 497, Tietjen 465 and Titus 460. The MODULATORS garnered a 2303 with these scores: Cruz (captain) 463, Berry 519, Cutler 536, Linder 560 and Williams (Bob L.) 522.

Last of the teams rolling in the meet was the SAFE HITERS with a 2570 total.
(Continued on next page)

FOR SALE: pair of ladies CCM white figure skates. Would fit 5 or 6 shoe size. Good condition. \$6. Call Betty Graves, Extension 77.

WOMEN'S LEAGUE ENTERS SECOND HALF, WIVES AHEAD

The SIDE KICKS, second place winners in the first half of the season, are now leading the CAA Women's Bowling League at the beginning of the second half with 11 wins and 1 loss so far in three nights of play.

January 7

The first night of the second half ended with NOSEEUJS, SECTIONAIRES and SIDE KICKS all tied for first place. SECTIONAIRES took 4 from FEDERAL FIVE; SIDE KICKS took 4 from PERSONNEL and NOSEEUJS took 4 from ACCOUNTS by forfeit. PAYROLL took 3 from MERRILL FIELD to be next in line.

January 14

NOSEEUJS and SIDE KICKS narrowed it down to a two-way tie for first, NOSEEUJS taking 4 from PAYROLL and SIDE KICKS taking 4 from FEDERAL FIVE. The SECTIONAIRES took 3 from MERRILL FIELD and went to third place from the first-place tie. PERSONNEL took 4 from ACCOUNTS to climb out of a three-way tie for last place to fourth spot.

January 21

SIDE KICKS took 3 from NOSEEUJS in a contest between the two leading teams to take over undisputed top spot. PAYROLL

CITY TOURNEY (Con't)

Individual series scores were: Seely 522, Barner 491, Skousen 521, Joynt 484 and Marks (captain) 552.

The remaining five teams from the CAA league are rolling their games Sunday, January 25 and Saturday, January 31, and several of the more venturesome individuals also are rolling in the singles and doubles. We hope to be able to announce at least one of these as the champ in one of the main events of this big tournament, and will give complete results next month.

-- GENE SCHARNEK



and FEDERAL FIVE split 2 and 2, PERSONNEL took 3 from SECTIONAIRES and ACCOUNTS took 3 from MERRILL FIELD. May Dishaw, Side Kicks, took the evening's high single with 190 and Irma Lebbin, Personnel, took high three with 476.

Team standings to date are:

TEAM	WON	LOST
Side Kicks	11	1
Noseeums	9	3
Sectionaires	8	4
Personnel	7	5
Payroll	5	7
Accounts	3	9
Merrill Field	3	9
Federal Five	2	10

Irma Lebbin now leads the league with a high average of 153 for the whole year. Alice Repman is second with 131 and Arthelle Evans third with 130.

YOU SAID IT! DEPARTMENT

Margaret Trimmer, secretary of the Operations branch, inadvertently composed a quip through a slip of the tongue this month which many wives will think ought to become classic. In describing a couple who is extremely compatible she said: "Why, he just worships the ground she works on!"

CRUMBS FROM THE COMMISSARY

With all the snow in Anchorage these past few weeks, one would think this was Alaska or something.

Everybody is back here working now that all the excitement of the holidays has quieted down, but enthusiasm for the Fur Rendezvous is being aroused by the cultivation of "hairsutes", better known as beards. Pete was the first civic-minded soul to start his growth. At first we thought Dan'l Boone had returned, but we're getting used to it now.

Many letters have come to our office requesting clarification of individual commissary accounts. In reviewing these accounts, it is found that they can usually be cleared up without much complication. We want everyone to feel free to ask for this attention at anytime because this is the way we can best find and correct any mistakes (but of course we never make any).

The Commissary has a small supply of box chocolates left, so if any station personnel would like them for Valentine gifts, or for calories' sake, we can still get the five-pound boxes of Quoono Anne Chocolates at the HQ Commissary. A large supply of candy bars is also in stock. It includes Hershey, Clarks, O'Henry and all your favorite "waistline busters."

Men, are your wives tired of slaving for hours over the oven to produce a luscious pie? We have the answer! We are now sponsoring frozen pineapple pies, and believe me, these pies are about the tastiest tidbits you ever sank your molars into. (No guarantee that you'll ever get your molars back is offered.)

This is an ideal gift for the tired "woikin' goil" as you can pop them in the oven and in a short half hour return to find the finished pie. This is just on trial, so if you people would like to save time and still have the

best, you can place all orders with the Anchorage Commissary.

Seems that while "Butch" was making some hamburger the other day he misplace'd his watch. If anyone bites into a juicy hamburger and gets a "ticking" reaction, please return same (the watch, of course).

Alice Redman recently spent two weeks in the States with her relatives and friends. She visited cities in Washington and Oregon. When asked about her trip, Alice replied, "It's better here; snow's better than rain." Guess we can't discourage this hopeless soul, she likes the place.

Would you like to befriend one of our poor little orphans? It seems we have some turkeys left and we thought your station personnel would like to do a little celebrating for some unknown occasion. We'd be tickled to find homes for those poor defenseless little orphans, so if you'd like one, just ask your "TIC" for delivery information.

"Butch" Adams is hanging around here with meat cleaver in hand just waiting for work. All he needs is some requests from field employees. He has his saw all oiled and ready to go, but he does make one request about orders: In addition to pounds of meat desired, also express quantity if there will be a conflict. Such as, 2 each Pot Roast, 10^{lb}, or 10^{lb} Pot Roast, 2 each. This way the "Butch" can start sawing and keep your coolers well filled.

Mal Peterson made a trip to Kodiak last month and found it to be very profitable with excellent cooperation from station personnel. More extensive travel to field stations is being planned in hopes of familiarizing the Commissary with station problems, and getting the stations acquainted with Commissary headaches. All personnel are invited to drop by our offices when in town.



NEW EMPLOYEES

MONTH OF DECEMBER

AIRWAYS OPERATIONS BRANCH

- A. Ruth Grover, clerk-stenographer, Communications Operations division.
- John W. Jeanneret, traffic controller, Air Traffic Control div. (Fairbanks).

ANF COMMUNICATIONS BRANCH

- Harold L. Dales, general mechanic, Communications Maintenance division.
- Richard W. Gross, MFIC, Communications Maintenance division.
- Joseph P. Davin, general mechanic, Communications Maintenance division.
- Charles L. Coker, maintenance tech., Communications Maintenance division (Juneau).

We were a bit optimistic in our November article by saying that cash basis programs would soon be put into action. It is hoped to get this system set up soon, with a visit to each station. If all requisitions, money and transmittal letters are in agreement, there will be no difficulties in sponsoring this "pay-as-you-go" plan. However, Pete remarked that even though the snow may leave the ground, the Commissary will still be snowed under. Better dust off your door mats quickly as a visit to your station is expected soon.

I'd better tunnel my way back to the cell and hibernate for another month. Here is our thought for this time.

"Early to bed and early to rise
Makes a man healthy, wealthy
And socially dead!"

-- THE CRACKER CRUMB

- Robert T. Yeates, Maintenance tech., Communications Maintenance division (Nome).
- George K. Miyatake, maintenance tech., Communications Maintenance division (Port Heiden).

BUSINESS MANAGEMENT BRANCH

- Madeline F. Wolfe, purchase clerk, Alaska Commissary (Seattle).
- Louise T. Coutts, clerk-typist, Accounts division.
- Peggy J. Dehart, payroll clerk, Accounts division.
- Stella I. Odham, clerk-typist, Accounts division.
- Shirley M. Hermance, clerk-typist, Personnel division.
- Helen L. Tank, clerk-typist, Property Management division.

ANF PLANT & STRUCTURES BRANCH

- Jessie F. Hill, clerk-stenographer, Engineering division.
- Porter W. Kilpatrick, airways engineer, Engineering division.
- John B. Boyanchek, airways engineer, Construction division.
- Don P. Barrett, general mechanic, Maintenance division.
- Alfred C. McMaster, general mechanic, Maintenance division.
- John E. Smith, general mechanic, Maintenance division (Moses Point).

WOODY ISLAND

WANTS LESS RO NEWS AND MORE FROM FIELD

WOODY ISLAND, DEC. -- He says you do it. She says you do it. I said let him do it. And consequently it doesn't get done -- you know what I mean? -- writing something for EWKLUK from Woody Island.

Since we get behind so often it seems as if the only way to get started again is to list the goings and comings of the personnel. And they do come and go.

Left or leaving are Gene and Mary Luckey, Virgel Ewig, Leo Thoennes, Ira Matteson and possibly A. Alfred Gogola. The new arrivals are Leo Thoennes (hmm), A. Alfred Gogola (again, hmm), Don Grenseman, Don DuBois, Cecil Hinshaw and Marshall Davis. Not so new, but not heretofore mentioned are Chuck Whitfield, Paul C. Leonard and Tony Giambruno.

Since our roustabout, our rowdy, our good friend "Open the Door" Timmerhoff left, things have been pretty quiet. He almost succeeded in luring away some more communicators from us. He got down to Juneau and sent a wire up to his ex-buddies saying what wonderful country it was there. Hence when Juneau opened up for some grade sevens, half the guys here were willing to bid.

Note to Red: "Mrs. Timmerhoff" is doing fine but says she is getting mighty lonesome for some early morning shag shooting. Hal McClelland is out on leave. He had to let his folks in Arkansas know he was still alive and kicking after a winter at Bethel.

Chuck Winter had a sudden spell awhile back and decided he had to be carried to town on a stretcher. (That's to town, not from it.) He was operated on right away for appendicitis and is now doing fine. They made him get up out of bed the next day. Hell of a Christmas present.

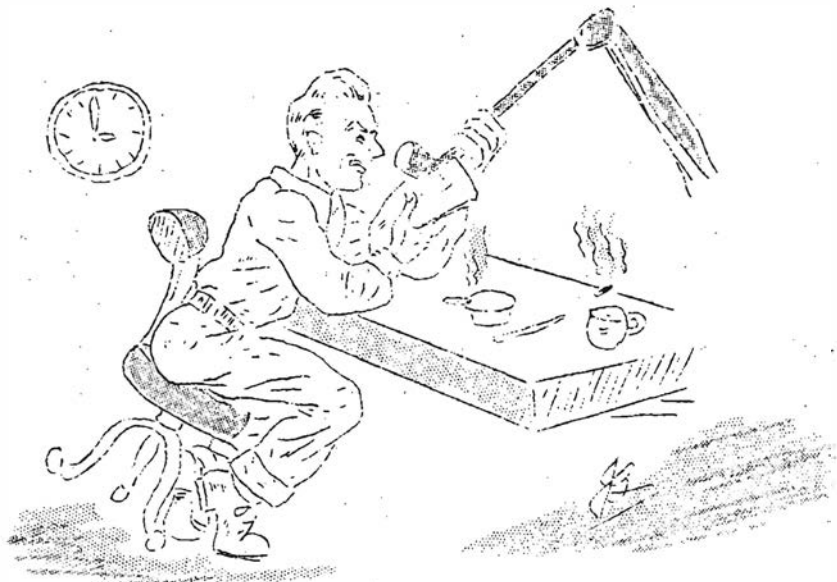
Dick Haggin got a nice Christmas present in the form of a baby boy. Mother doing nicely, but Father needs sick leave badly. Dick went to town so often he thought he lived there and began griping about commuting so far under such uncomfortable conditions. Can't say I blame him. Another arrival that wasn't mentioned before is George Warren's baby daughter. It's the second for the Warrens. She weighed nine pounds and eight ounces. Next up will be Dorothy Miller, Bobby Winter and Dorothy Jones.

Joe Frost is scheduled to go out Stateside the first of the year for an operation which will make him inactive for about two months.

We had a ping pong tournament here awhile ago. It was a hard-fought battle with prizes for first and second place going to Merl Storme and Virgel Ewig.

The Woody Island recreation fund now has a committee to vote on the disposal of funds. Coke, candy, gum, cigarettes and cigars are all furnished. The stock is well taken care of and the fund shows a definite profit. We plan a recreation room where we can hold dances and parties and we also will have a ping pong and pool table. Possibly we'll have other means and methods of entertainment.

Now that the CAA boat has been repaired after her little trip alone to the shores of a nearby island, we have a semi-regular trip to town each day. The only trouble now is to get the motor to run long enough for a trip to town and back. Our only means of transportation to town for more than a month was the Army J-boat. For transportation across the island for watch changes, we now have a large canopied truck, and Maintenance has even furnished a driver.



"...Will the ceiling lower?...Will the rain showers continue?...Will I fall asleep before 0500?...Don't miss the next exciting broadcast!..."

-- NINTH REGION "TRADE WINDS"

I think I remember reading an article awhile back about Jack Jefford remarking that the original idea of the MUKLUK was to provide a means for the operators to air their gripes and news. It certainly has changed. Now we get a bunch of stuff about baseball, bowling and other teams in Anchorage. The Warehouse and other departments are joining in. We read on page one all about the Civair Club in Anchorage and its doings.

What is the MUKLUK? -- a paper for articles from field stations with their stories and gripes, or a paper for regional circulars providing field personnel with information on how to send in forms? Wouldn't the Anchorage Asterisks be sufficient from Anchorage, or do we have to wade through scores of games, percentages of teams (which are of interest to Anchorage only and are easily found out there if one cares to know),

memos to men known only vaguely to field personnel and other similar things and articles that are not appealing to the general run of field personnel? I'll be willing to bet that the main reason for more Anchorage and less field station material can be laid to lack of contributions from the field. Right?

-- ONE OF THE GRIPING COMMUNICATORS

Because the MUKLUK is for all Eighth region personnel and people in Anchorage like to see their own and their friends' names in print as well as people in the field, we're afraid you'll have to continue to wade through bowling scores and Civair 8 Club news. Contributions from the field continue to be especially welcome, however, and are always printed even when lack of space eliminates some Regional Office news. All articles have headlines, so you can always tell what you're getting into. (--Ed.)

WAREHOUSE W-A-I-L-S

Here it is, MUKLUK time again. Important things have happened since the last time the presses roared.

On Tuesday evening, December 30, at the Methodist Church, Art Gregory and Wilma Strom became Mr. and Mrs. Noticed among the heavily-coated visitors were Priscilla and Virginia Krise, Mr. and Mrs. H.H. Young, Mr. and Mrs. Shaw, Mr. and Mrs. Allen and daughter, Leonard Ground and yours truly.

Following the ceremony a reception was held in the church parlors. Honored by being best man was Vern Huffman, a perpetual visitor to our Adobe Hacienda. The couple left Wednesday morning aboard the AuRoRa for the honeymoon at Mt. McKinley Park. They returned Saturday evening and are now living on Art's homestead.

A shuffling of personnel is very evident here in the Warehouse. Virginia Shaw is switching to the Cardex to begin the job of posting. Leaving will be Wilma Gregory who is transferring to the Commissary. Our loss is the Commissary's gain. Good luck to you in your new venture. Mable Stubbs will take over Virginia's files. Oh oh! that will give us two Virginia's on the Cards.

A plea from the brains behind Repair & Exchange, Art Gregory: Will all the stations please put red tags on all items sent into that department, and invoice numbers on all the red tags on all items. This will not only help us out here, but will assure you of quicker service.

And from the other end of the Warehouse: please put all available part numbers on all parts submitted to the Army side of Repair & Return to Stock. We recently received several fuel injection nozzles without part numbers or any nomenclature on them and Potts spent the better part of a week trying to figure out the part numbers. We are thanking you in advance.

Leaving the service is Leonard Ground, stock clerk, because of an opportunity to sell lingerie and affiliated articles through Jerry Jones and Fresh Silk. Good luck.

Planning to Leave is Genevieve Otter, young secretary to Merle Young. She has been selected by the Rotarians as the recipient of a year's scholarship to the school of her choice. She has selected Marymount College in Kansas, with graduate work afterwards at the St. John's Hospital in Salina, Kansas. I know everybody is pulling for her success.

You ought to see the drip in Ned Griffin's office. No, not a new employee, but several leaks in the roof over Ned's desk. One day this month Mr. Young was standing near the window, not thinking about the impending danger overhead, when Ned shouted for him to look out. He shouted just in time, as a steady pouring thundered out of the Heavens. Ned and Mel Clements rapidly moved the desk to higher ground as it would have been very damp. Very damp, indeed.

Among the newcomers seen wandering amongst the maze of passages and shelves that mark the stockroom are Mick Lyons, a tall lanky fellow from Phoenix, Ariz., Van B. Martin, Ed Craig, Donovan Battle and N.A. Sutherland. Quite a crew!

As that is all that happened this month at the Warehouse, and as this is the last article for the MUKLUK I shall be privileged to write, I wish anyone inheriting the pleasure the best of luck.

-- BILL ROUSCH

The average girl would rather have beauty than brains, because she knows that the average man can see much better than he can think.

Give an athlete an inch and he'll take a foot. But let him take it. Who wants Athlete's Foot?

GRANT MC MURRAY PROVES DISAPPOINTMENT TO FRIENDS

Grant A. McMurray, chief of the Performance Standards staff, was a great disappointment to his friends last month.

After telling his co-worker Sherrod Kendall that he was going to Seattle to spend Christmas with his mother, he slipped off to New York City via Northwest Airlines on a mysterious visit. Mr. Kendall told the assembled Operations branch personnel at the Christmas party that in his opinion this could mean only one thing, Mr. McMurray, heretofore a confirmed bachelor, was going to get married.

Mr. Kendall pointed out that Mr. McMurray had been receiving several letters each week from a lady in Newark, New Jersey, that a Scotswoman ordinarily doesn't travel 5000 miles by air just to say Merry Christmas to a friend and (this cinched it in Mr. Kendall's mind) that he himself had received a wire from Mr. McMurray signed "Love, Mac."

Regional Office Operations branch personnel took up a collection to wire New York to get confirmation of this almost certain development and began to make plans for a great welcoming party upon McMurray's return.

He returned Tuesday, December 30. Alone. About all he has told his friends so far is that he left here Monday night, December 22 and got back Tuesday the 30th, that he got caught in New York's record-breaking blizzard, that this was his first trip to New York and it's a very large city. He did admit, however, that he didn't spend all his time in New York. "I went to Newark, too," he said.

Mr. McMurray's trip followed by only a few days a spectacular exhibition of the Yuletide spirit in his office the morning of December 19. His secretary, Ruth Green, had placed some mistletoe

HOUSING CONSTRUCTION BEGUN AT GUSTAVUS

A five-man government force account crew arrived in Gustavus this month to begin building a construction camp and mess hall to house about 25 men who will start construction of ILS and VHF facilities there the first of February.

Work on the ILS (Instrument Landing System) and VHF (Very High Frequency) facilities is expected to take about three months, J.C. Hooper, superintendent of Plant and Structures, said. The branch is acquiring a self-propelled barge of the Army type which will be used to move men and materials from Juneau to Gustavus. Much of the material is already assembled at the site.

An asylum patient who had been certified cured was saying goodbye to the director of the institution. "And what are you going to do when you go out into the world?" asked the director.

"Well," said the patient, "I have passed my bar examinations, so I may practice law. I have also had quite a bit of experience in college dramatics so I might try acting."

He paused for a moment, deep in thought. "Then, on the other hand," he continued, "I may be a teakettle."

above his desk, at Mr. Kendall's suggestion and unbeknown to Mr. McMurray.

Five stenos were contacted and told to come enmasse into Mr. McMurray's office and greet him in the usual mistletoe tradition. Which they did at 10:15. All and McMurray, being somewhat at disadvantage because of his sitting position, received five sound smacks at various spots on his cranium.

Mr. McMurray said if he had been given some warning he could have made a better thing of it.

COMMUNICATOR DIES IN BLIZZARD

(Continued from page 1)

luty because relief could not get to the control station through the storm until Brooks made it that afternoon. Winds were blowing from 50 to 70 miles an hour and the temperature was about 3 degrees above zero when they started out.

They proceeded in the blinding storm by following the power line poles. However, the lines went underground through a conduit under the runway for a distance of about 1200 feet and the men lost their way crossing the runway without the guidance of the poles.

They continued driving for several hours until the terrain got bumpier and they figured they had gotten off into the foothills. (Later investigation showed they had driven within almost 20 feet of the road at one point in their circling.) Brooks finally stopped the jeep to save the remaining gas so they could make their way back to shelter in case they found their way.

Spent First Night With Jeep

However nothing could be seen in the storm and the two men dug down into the snow next to the jeep and spent the night. Although Mills was wearing heavy padded trousers, he had only a light jacket and leather boots and his feet began to freeze right away. He had no mittens.

The two men tried to walk to shelter the next morning while the storm was still raging. Because of his frozen feet, Mills kept falling and Brooks took him back to the jeep and made a shelter for him in the snow before starting off again alone for help.

After about four hours of trudging blindly through the snow-covered tundra, Brooks ran onto the CT site road and made it to the CT building, about a mile from where the jeep had stopped. His big toes were frozen and his fingers frost-bitten. He managed to crawl

through the door and get to the telephone to ring the mess hall and control station.

He told the men to try to go out and get Mills and described the place where he had stumbled on to the CT site road so they could begin their search from there. A party was organized and made three different attempts to follow Brooks' tracks out to the jeep, but could not find them after they left the road.

The station search party consisted of Thomas Langford, George Miyake, Mike Guzy, Ennis Fitzwater, Russell Herlon and John Mattson, two of whom went out to the CT site and took blankets and soup to Brooks, who was then having chills. Bill Watson was communicator on duty and assisted by relaying messages.

The weather began to improve about 4:30 Friday afternoon and, according to the evidence of his footprints, Mills had gotten sight of the lights of the quarters area and had started walking towards it. His body was found the next morning about half a mile from the jeep, in a direct line with the mess hall.

Anchorage Men Fly to Aid

Eight men from the Regional Office and Dr. Raymond B. Coffin flew to Port Heiden late Friday in KC-62 to aid in the search. They were Jack Jefford, pilot; Bill Clayton, co-pilot; A.D. Hulén, acting assistant regional administrator; Ora Reid and Dave Dishaw, of Plant and Structures; J.W. Knight and Jake Holzenberg of Communications Maintenance and Bill Jefford, flight mechanic.

They took off from Anchorage at 11:30 PM Friday, in spite of the fact that the field at Port Heiden was closed because of drifted snow. They landed at Naknek and picked up a snow jeep and a Herman-Johnson portable heater before proceed-

ing to Heiden, which had reported that one strip on the runway was not drifted as badly as the rest and might be all right for a landing.

"The men at Nakenk are to be commended for their response to the emergency," Mr. Hulén said. "It's no small task to load equipment as heavy as a jeep on the plane. They had to take a part of the jeep off to do it, but the whole stop only took 50 minutes."

Others in the plane also wished to express their thanks to the CAA women at Nakenk who brought sandwiches and jugs of hot coffee to the plane while the equipment was being loaded.

Makes Skilful Landing

Upon arriving at Port Heiden, they found that the runway lights on the one available landing strip were out because of the storm. However, they flew low, looked over the strip, and let down. Even that runway was strewn with chunks of frozen snow and the landing was a very difficult one to make, Mr. Hulén reported.

"If it had not been for the extremely skilful handling of the plane by Jefford we would have nosed over," he said. "The heavy equipment in the plane also helped a little to keep it from rolling."

The snow jeep was unloaded by hand and rescue operations were begun at 4:45 AM Saturday, just a little more than an hour after the plane had landed. The temperature was about 11 degrees above and the wind was about 11 miles an hour. All of the station's equipment, including tractors, were inoperative due to the storm and the water supply was off because of failure of power to the pump station.

Dr. Coffin and a driver set out immediately in the jeep for the CT site to get Brooks, who was treated and brought back to the station. As soon as daylight came Jefford found a better place on the runway and took off to search for the lost jeep from the air. He sighted it right after taking off and used his

ANNE DIMOND WILL LEAVE CAA FOR NEWSPAPER WORK

Anne Dimond, clerk in the Airman division of Safety Regulations, is leaving CAA the first of next month to take the position of society reporter on the Anchorage Times.

A well-known Anchorageite, Anne has worked for CAA two and a half years. She began in the Plant and Structures Maintenance division and later moved to the Planning and Control staff before transferring to Merrill Field.

LIVINGSTON IMPROVING

J.W. Livingston, chief of the Communications Maintenance division, who has been ill and away from work since the middle of December is improving and is expected back at his desk the first part of February. Jake Holzenberg has been acting division chief in Mr. Livingston's absence.

plane to guide a party in the rescue jeep, consisting of Dr. Coffin, Mr. Hulén and Mr. Reid, to the spot.

They reached the lost jeep in half an hour, arriving there about 8:30 AM. They dug out the jeep and searched the area for about an hour before finding Mill's footprints leading towards the mess hall and then his body, about a third of the way to it.

The plane arrived back in Anchorage with the injured MTC and Mill's body at 2:12 PM Saturday. Mr. Brooks was immediately taken to Providence Hospital.

All employees are reminded that any obsolete Identification Cards or Badges should be returned to the Regional Personnel Officer immediately, as outlined in the Eighth Region Administrative Circular 3-3, "Identification and Credential Cards for CAA Employees."

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FAIRBANKS TOWER

EXPERIENCING AFTERMATH OF HOLIDAYS

Well, here we go again! Last month we sent in a real treat for you, but for some reason or other it didn't show in the "final edition." (You'd better look in that "Outgoing" basket again, the treat didn't ever reach MUKLUK -- Ed.)

Needless to say, Weeks Tower personnel are enjoying (?) the winter sports and their own type of aftermath to the Holiday Season. What with all the spirits, food, fruitcake and plum pudding, there are those of us who are duly convinced that it isn't the water that has caused this "green apple quick step." Being in the Tower with its limited facilities, it is not a rare sight to behold an operator coming on shift at a dead run, or leaving in the same manner.

As the days go by, new things are added and old things taken away -- usual occurrence, we think! Just for those of us who are not "up to the times," Andrew T. Prinster has been added to the staff here (better known as the "Grocery Kid," his signature "AP" reminding one of the good old grocery concern of the same name). Andy is one of our "intellectuals," as he is completing an abbreviated (because he works) course at the local Bastille of Learning, better known as the University of Alaska. Like so many of his predecessors in the Tower, he is still searching for the "zebra" and this fellow "like." Confidentially, he isn't alone in his search, there are others in the same boat! (We'll not mention names at this point.)

Among other notable events in the recent past, Bob Graner (Chief to his friends) has once again put in his shining appearance at the Tower. That California sun is still hanging out all over him, and the worst of it all is -- contrary to popular hopes, wishes and scuttlebutt -- he came back to EK in the same condition in which he left. Yep! still single, gals!

Our boy Goebel (pronounced Gable like one of our lesser known movie heroes) is fretting and champing at the bit. It seems that some one told him there was a possibility that he might be able to transfer "down east" on the ATC circuit. Now he stops and asks everyone he sees, "What is it like in Juneau?" or, "What is it like anywhere but EK?" Poor fellow, we all feel sorry for him -- just "tower happy" I guess!

Now, we couldn't go away without saying something about Murphy, could we? Murphy? Don't you know him? Sure, that's the guy, the one that expects to be a papa in the near future. On top of that, he has permission from his War Department (wife to you) to spend a little time out of town, and is he going? What do you think? Not only that, but he's going all the way Outside -- he really wants to get away from town for awhile!

Well, that leaves but one member of this gang unaccounted for. Most persons in Anchorage will know him as "that rotten umpire," but to my friends it's Chappie. So for now, all my friends can reach me at Fairbanks, Box 1570. How about a line or two? Still just...

-- CHAPPIE

Host: "That whiskey, sir, is twenty years old."

Alaskan Guest: "Rather small for its age, don't you think?"

NOTICE: the deadline for MUKLUK copy is the 8th of each month. As it takes a long time for the paper to be dummied and typed on the stencils, articles that come in later than the 8th often cannot be included until the following month. This makes the news almost two months old -- so get your copy in by the 8th if you can!

(Continued from page 1)

1946, has been recommended by the Station Manager Selection Board for appointment. Grades for the positions are CAF-12, with the exception of the one at Juneau which will be CAF-11.

In cases where a promotion to CAF-12 grades are involved, the National Promotion Plan will be in effect. The Regional Promotion Plan will be followed in cases of promotion to a CAF-11 grade. The Station Manager Selection Board is comprised of the executive officer, the regional attorney and the superintendents of the Communications, Operations and Plans and Structures branches.

Duo Managers at 28 Stations

At 28 of the stations the managers will be chosen from among the incumbents of the supervisory positions at the stations, such as chief aircraft communicator, LPIIC, CLIC, etc. This person will be designated as manager in addition to his regular position and an additional position will be authorized in the department from which the manager is chosen. For instance, if a chief communicator is designated as station manager, an additional aircraft communicator position will be authorized at the station.

These 28 stations are Anick, Barrow, Bethel, Big Delta, Cordova, Galena, Gulikana, Gustavus, Homer, Iliamna, Kenai, Kotzebue, McGrath, Minchumina, Moses Point, Naknek, Nenana, Northway, Petersburg, Sitka, Skwentana, Summit, Talkeetna, Tanacross, Tanana, Uralakleet, Yaktaga and Yakutat.

At the following eight stations an individual will be designated as station manager, but no additional personnel will be assigned: Bettles, Fort Yukon, Middleton Island, North Dutch Island, Port Heiden, Sheep Mountain, Shungnak and Umiat.

It is hoped that managers at all the stations can be designated and the man-

Mrs. Estelle Cole, of the Audit section of Accounts, became a grandmother Monday, December 29 upon the birth of a baby girl to her daughter, Mrs. Ray Scott. The young granddaughter was born at 5:16 P.M. and weighed five pounds two ounces. She has been named Susan C. Scott.

ager system functioning throughout the territory by the first of March, Mr. Hulon said.

Station managers will be responsible to the regional administrator for the overall operation of the field station, and will receive administrative and technical direction from branch superintendents.

"The purpose of this new system is to have one specific person responsible for the coordination of the operation and maintenance of a facility," Mr. Hulon said. When the system is in operation, all correspondence and the transaction of station business, from both the Regional Office and the public, will be addressed through the station manager.

Branch Authority Remains Same

"While the station manager will have authority to coordinate action of all branches at the station, this will in no way minimize the responsibility of branch superintendents for line authority in the field," Mr. Hulon pointed out. "Branch superintendents will still be responsible to the regional administrator for their departments at field stations.

"I know of no other region in CAA set up in this way," Mr. Hulon said. "The idea of the station manager system for Alaska was conceived in the early part of 1946 and the Regional Office staff has been working on it ever since. It is our belief that the system will make for smoother management of the field organizations."