

MEDICAL OFFICER LEAVES NEW POST MARCH 12

It was hoped to announce in this issue of MUKLUK the establishment of Dr. Oliver R. Kendrick in the position of Eighth Region Medical Officer in which, among other duties, he would be available to field personnel for emergency medical attention; however, the doctor left Anchorage four weeks after his arrival due to the almost unanimous opposition of the local medical profession.

With the exception of two local physicians who gave Dr. Kendrick all possible assistance, certain others made it clear they would not cooperate with him or extend even usual professional courtesies.

The stand taken was that there were enough doctors in Anchorage to care for the medical needs of the vicinity and that any more would not be welcome, especially a government doctor.

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APRIL FIRST PARTY PLANNED BY CLUB

A new type of entertainment will be presented by the Civair 8 Club for its members at the April First Party at the American Legion Log Cabin which will feature the showing of colored slides and movies followed by refreshments, informal dancing and skits.

Admission to the affair is free and it will be for Civair 8 Club members only and their dates (husbands and wives)

(Continued on page 5)

TWO SHEEP MOUNTAIN MEN DIE IN CRASH

Two CAA employees at Sheep Mountain, Ralph E. Walker, station LTIC, and Clifford M. Kirkelie, communicator, were killed Saturday, March 6, in the crash of Walker's plane on Lyla Lake about seven miles west of Eureka.

There were no witnesses to the accident and the cause is unknown, according to H.M. Duffy, acting chief of the Airman division, and Fred Powell, chief of CAB's safety division, who are investigating the case.

The two men took off about 2 PM Saturday from Sheep Mountain in the small Aeronca which Walker had purchased from the Jack Carr Flying Service January 23. They had planned to take only a short ride as Kirkelie was to go on duty at 4 PM.

The downed aircraft was first sighted about 3 PM by an O'Harra bus driver who reported it at Gulkana. As the crash occurred about a quarter of a mile from the highway, the driver did not see that the aircraft was damaged and just thought it might have been blown over while moored on the ice.

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EASTER MAR. 28

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VHF Spells Revolution In Radio Aids to Air Navigation

This is the first in a series of four articles by CAA's Office of Aviation Information on Very High Frequency and the growing part it is playing in civil aviation. The series will explain what VHF is, how it is used in aviation today and its promising significance for the future.

WASHINGTON--Your radio dial is marked in kilocycles, about 550 to 1600. If your radio tuned lower, 200 to 400 kilocycles, you would hear the low-frequency radio ranges operated by the CAA. You would hear not only the 'dit dah' or 'dah dit' of the ranges themselves, guiding pilots along the invisible airways, but also the airport towers giving directions to incoming and outgoing planes and hourly weather broadcasts concerning conditions along the airways.

Unfortunately, you probably would hear a lot of static in addition to the aircraft transmissions. This would be especially true if there were a thunderstorm within 100 miles or so. The static, plus severe over-crowding, are the reasons that CAA is leaving this part of the radio spectrum. CAA is converting most of its communication and air navigation facilities to very high frequency, or VHF as it usually is called.

Above the 1600 point on your radio receiver, if you have additional shortwave bands, you will hear police calls, international broadcasts and numerous aircraft communications. From here on up the frequency ladder measurements are conveniently made in megacycles, which are kilocycles multiplied by 1000. The frequencies just above the broadcast band, like those below, suffer from overcrowding and static. The frequency range from five to 30 megacycles, useful largely for international broadcasting, amateur radio communication and extremely long range transmission, often is unreliable for short range communication.

The next step up the frequency ladder, in the wide band between 30 and 300 megacycles, is Very High Frequency, the new home of aviation radio. Owners of frequency modulation home radio receivers, which operate between 88 and 108 megacycles, know that this VHF area is free from static and interference. CAA aircraft communication facilities, as a matter of fact, start at the upper end of the frequency modulation broadcast band.

This broad VHF band also has ample "ether space" for television channels and for thousands of new aircraft radio channels. It no longer is necessary to crowd the growing volume of aircraft communication into the noisy lower-frequency bands. Very

(Continued on page 21)

HATCH ACT EXEMPTION GRANTED FOR ANCHORAGE

Following notification in February to the Civil Service Commission has granted an exemption under the Hatch Act to federal employees in Anchorage allowing them to participate in local municipal government; two CAA men have announced their candidacies for the Anchorage City Council in the coming April 6 elections. They are F.O. Berry, radio engineer, and Dan Setchfield of Plant and Structures' Engineering division.

Under Section 16 of the Hatch Act, an exemption from the restriction that federal employees may not take an active part in political management or political campaigns may be granted by the Civil Service Commission in municipalities where a majority of the voters are federal employees.

A group of federal employees in Anchorage, represented by Mr. Berry and E.L. Graves, former Eighth region employee in Property, petitioned the Commission for such an exemption about a year ago. Notification that the exemption was granted was received in Anchorage last month.

The exemption stipulates that federal employees may run for local offices only and that they must be independent candidates, unaffiliated with any political parties other than local taxpayers' leagues, citizens committees, etc.

FOUR ATTEND SCHOOL

Field maintenance personnel attending Class Nine of the Teletype School are; Preston L. Stocum, MTIC, Moses Point; Frank Jensen, Name; Constant H. Morse, Fairbanks and Walter Sunden, relief MTIC. The month's course began March 8.

Judge: "Remember, anything you say will be held against you."
Defendant: "Lana Turner."

CAB SUSPENDS AIRLINE FOR 33 DAYS AT HEARING

General Air Cargo's operating certificate was suspended 33 days by the CAB last month following hearings in Anchorage and Portland on CAA's complaint of 16 counts against the airline. The suspension ran concurrent with the 30-day emergency suspension ordered January 28 by CAA, and was effective through February 29. The company is once again operating between Anchorage and Portland.

Decision on the case presented an interesting legal angle, according to Regional Attorney Hal Kogge, in that the examiner ruled the operator is responsible for the actions of its pilots when those actions are within the scope of the pilots' employment by the firm. The case was brought to a hearing in an unusually short time by CAB, only 26 days having elapsed from the time the complaint was filed by CAA until a decision was reached.

"Eavesdropping again," said Adam as his wife fell out of the tree.

The following communicator appointments and assignments recently have been made:

NEW ASSIGNMENTS

Elly Nash	Fairbanks
Kyle Hare	Fairbanks
Robert Merren	Fairbanks
Lee Showalter	Port Heiden

RE-ASSIGNMENTS

John Keith	Anchorage
Adolph Roseneau	Petersburg
Curtis Jones	Yakutat
Samuel Stinchcomb	Cordova
Joseph Hollinger	Cordova
Robert Thomas (as CACOM)	Juneau
Glenn Fossett (as CACOM)	Unalakleet
Joe Adair (as CACOM)	Port Heiden
John Mattson	Anchorage

FOTOSKYS CONTINUE TOUR TO WEST COAST CITIES

Continuing their communicator recruitment tour through the United States, Roymane and Norman Fotosky, communicator team from Kenai, are now on the West Coast. They are expected back in Alaska early in April.

The Fotoskys' schedule for March includes appearances in Los Angeles, San Francisco, Portland and Seattle. They already have appeared over the air and at public meetings in New York, Washington, Philadelphia, Pittsburg, Cleveland, Chicago, Omaha and Denver.

Their recruitment tour was arranged by the Washington Office following the return of the couple to their former homes on the East Coast in January on annual leave. The large amount of personal publicity given the pair with their fur parkas, Husky dog "Mukluk" and extensive collection of ancient Eskimo archeological specimens, occasioned the Office of Aviation Information to attempt to turn the publicity toward helping to alleviate CAA's need for aircraft communicators in Alaska, and the Fotoskys were assigned to a recruitment tour.

Interest in Alaskan communicator jobs seems to be considerably greater in the eastern states than in other parts of the country. The Oklahoma City Training Center informed the Regional Office that 30 applications were received from the Philadelphia area following the Fotosky's appearances there, about a dozen from Pittsburg and a number from Cleveland. However, a definite over-all response from the tour cannot be determined yet.

The Fotoskys report that applications would be greatly increased if married men were eligible, as this group seems to show the most interest. Only single men are being taken due to the housing situation in Alaska.

HARRY NELSON OLD TIMER IN ALASKA AND WITH CAA

After an article in MUKLUK last month stating that the number of Nelsons in CAA was causing confusion to the men in the field, it became apparent that field personnel aren't the only ones who are confused. The article claimed that Harry J. Nelson had been with the Eighth region since June 1, 1947, when actually he has been with the organization since December of 1941, the longest of any of the Nelsons on the roster.

Harry Nelson came to Alaska in 1933 from Seattle where he had been associated with a flying school and automotive shop. He settled in Nome and operated a bush flying service with Frank Whaley, well-known Alaskan pilot. In 1936 he was bitten by the gold bug and went mining in the Kougarok area, about 95 miles north of Nome, and continued in the mining business until the advent of the war when he joined CAA in December of 1941.

Mr. Nelson was stationed in Anchorage with Mechanical Maintenance and spent most of his time "on the road" until 1944. He spent a year at the Nome station from April of 1946 until March of last year and is now an airways inspector in the Regional Office.

Harry Nelson is the father of Grant Nelson, CAA mechanic at Nome, who recently added another member to the Nelson family by his marriage November 29, 1947, to the former Miss Edna Fridulin of Eymoor, Alberta, Canada, in Oroville, Wash. The new Mrs. Grant Nelson is a sister of Bob White, CAA mechanic at Tanacross.

Newspaper clippings sent to the Regional Office from cities the Fotoskys have visited all contain large photographs of the attractive couple in their parkas with the dog Mukluk, "who is very much in the act," Mr. Fotosky writes.

NEW SERVICE CONSIDERED

CAA is now experimenting to determine the feasibility of providing Northwest Airlines with air-ground and limited point-to-point communications from Anchorage to Shemya with present equipment and personnel at the Anchorage Station upon notification that Northwest's contract with ACS for the service will expire July 1. The contract cannot be renewed as ACS requires the use of the equipment for military purposes.

CIVAIR PARTY

(Continued from page 1)

may be included in this category, the committee pointed out). It will begin at 8 PM Thursday, April 1, with the showing of slides and movies.

The colored slides will be selected from among the best taken by CAA personnel. Persons who have interesting slides they would like to have shown should contact Margaret Trimmer, who is in charge of this part of the program, by March 29 on extension 75.

A special treat will be the showing of colored movies of the annual break-up of Lake George, one of the few self-emptying lakes in the world which is located about 50 air miles from Anchorage. They were taken by Andrew Snyder of Fort Richardson.

Informal dancing to the music box, coffee and cookie refreshments and informal entertainment will follow the pictures at about 9:30 PM. In addition to Miss Trimmer, other committee members for the party are: Gail Kosbau, music and entertainment; Irma Lebbin and Dick Pastro, refreshments and Robert T. Williams, publicity.

The committee asks that any solo singers, close-harmony experts or other entertainers who would like to participate contact Mrs. Kosbau as soon as possible. Her extension is 80.

NAKNEK TO GET AIR

TRAFFIC CONTROL FACILITY

A modified air traffic control facility to handle instrument flight rule traffic in the area of Naknek during the busy fishing season will be set up on a temporary basis the first of April, the Air Traffic Control division said this month.

Controller personnel detailed to Naknek for this work are Robert Gramer, Charles Detrick and Gerald Goebel.

Rehabilitation of the former military control quarters at the airbase is now underway, although the CAA controllers will operate at first in the regular communications station until construction is completed.

On the basis of statistics sent to the Air Traffic Control division by Frank E. Smith, chief communicator at Naknek, it is estimated there will be in excess of 2000 aircraft operations per month in the Naknek area during the season this summer and in excess of 3000 aircraft radio contacts per month.

Personnel at Naknek say it is not unusual to see three DC-4's and an equal number of DC-3's on the landing strip at Naknek at one time, now that the canneries have begun the practise of flying fishermen and cannery help to the area. In addition to the big planes, there are the dozens of amphibian and float aircraft which ferry the men to the many canneries throughout Bristol Bay from the airbase and Naknek village.

Little Lucy had just returned from a children's party and was brought into the dining room to be exhibited before mother's dinner guests.

"Tell the ladies what mama's little darling did at the party," urged the proud mother.

"I frowned up," said little Lucy.

ANCHORAGE ASTERISKS

So help me, there seemed little to get excited about the past month, but you may be interested in: --

The annual Fur Rendezvous provided considerable activity, and the usual crops of queen contestants and whiskers. An innovation this year was fireworks in the AIC ballpark. Slow burning fuses due to the low temperature caused spectators to be showered with sparks.

Earl Morris, well-known Weather Bureau Regional Office employee, copped the \$650 first prize money in the senior dog races. Another new stunt was the operation of the "Moosegooser" railroad along Fifth Avenue. This was a standard gauge affair, powered by ARR Locomotive No. 1. The local Kiwanis Club was responsible. C/A Kiwanians Plett, Cooper and Newman drove spikes during the laying of the track.

The "Chili Parlor" business, mentioned last month, came up for trial, played to a "SRO" court room for five days with more or less spicy testimony and the defendants were found guilty of maintaining a bawdy house March 6. Result to date: \$500 more bail money each.

The House passed the \$8,000,000 bill for an international airport at Anchorage to be operated by the government. Now it must pass the Senate.

If you haven't heard -- a plane left with engine running at Nome took off without benefit of pilot, circled the town for half an hour, then headed for the USSR. Must have had red gas.

The ban on flying DC-6's, in effect since Nov., has been lifted, after the planes have been modified by the manufacturer.

Shadows? Three Democratic candidates for the Territorial Senate told the AIC Women's Club they advocate Alaskan in-

come and property taxes. A bill is proposed to raise civil service employees \$480 a year. Might pay half of those taxes mentioned above.

Postal officials announced plans for establishing parcel post zones in Alaska so there won't be Zone 8 charges from Anchorage to Palmer, the same as from ANC to NYC.

Seems there was a liquor price-war in Fairbanks. The low reached was 25¢ a fifth for one lot of 20 cases. It couldn't happen in Anchorage. However, to be seen in one liquor emporium is 190 proof straight grain likker. You old-timers of prohibition days should know what to do with that.

CAA communicators who remember Harry Hegdahl, former Eighth Region Accom, may be interested to learn he is to take over operation of the movie theater at Homer.

According to the calendar experts, this 1948 February is the last time until 1976 that we will have five Sundays in one month.



"Any more questions regarding your Efficiency Rating, Gadsby?"

-- FIFTH REGION! "REGION AIR"

GEORGE WILLIAMS WRITES ABOUT FORMER ALASKANS

George Williams, former acting chief of the Radio Lab who transferred from the Eighth region early last October to the Communications Engineering division in Washington, D.C., wrote to LUKLUK this month that he is receiving the paper regularly and enjoying it.

"So far we like Washington a lot and have purchased a home nearby," his letter states. "In regards to the weather, it was colder than h---. This winter in fact I felt it much worse than in Anchorage; it seems to be the humidity.

"To date I have met the following former Alaskan CAA personnel: John Broadwell, Carrol Swain, Frank Cervenka, Jim Liscomb, Charles Peterson, Ray Anderson and Carl Bunnell. All have a very soft spot in their heart for Alaska.

"Larry Courlie paid us a week's visit and had a nice bunch of slides he had taken on VHF tests that were extremely interesting. Louise Zang works in our division. Louise is a sister of Larry Zang, of the Eighth region.

"Joe Tippets is working harder than ever. He is our division chief and has made as many friends as he usually does.

"I have traveled quite a bit since my arrival -- New York, Allentown, Spartanburg, S.C., Greensboro, N.C., (Lucky Strike), Raleigh and Durham (Bull Durham!) -- all by CAA plane.

"Had lunch with Mr. Plett in Allentown in the fall. NC-14 picked him up at Allentown. Must say '73'. I would enjoy hearing from any of the Alaska gang, -- George Williams, 6921 Waukasha Rd., Wash., 16, D.C.

We are reasonably certain you have all heard of the hen who stood with her back to a 90-mile gale. She laid the same egg four times.

RANGE SCHOOL TO RECONVENE WHEN VHF EQUIPMENT READY

Radio Range school did not meet this month and will convene again some time in April when the school's newly-acquired VHF equipment is installed and ready for use in the classroom along with the regular range equipment.

Instructor Frank Merrithew, together with Frank Nelson and Bill Knight of Communications Maintenance, are installing the equipment and making necessary modifications. It consists of a VHF radio receiver and transmitter with carrier telephone and telegraph. With it the school will be able to simulate the point-to-point communications to be carried on the VHF circuits throughout the region which are now being built. As the VHF circuits in Southeastern will be in operation first, students for the next VHF and radio range classes will be chosen from among CLMO's and MTIC's in that area.

Influence of the school was extended recently by Edward N. Allenbaugh, CLMO at Nome, who went back to the station from Range School in February and held classes for his own technical personnel in line with the training he received at the school. He reports he is very pleased with the results, and the Range school staff hopes other supervisors who attend the classes will pass along their training to the men at their stations.

ANNETTE GETS BARGE

The power barge TKL has been transferred from the Construction to Maintenance division of Plant and Structures and permanently assigned to Annette Island for use in hauling material and personnel to the Island from Ketchikan, it was announced this month.

The next scene is laid in the insane asylum. They are serving soup to nuts.

HAINES

SHUTE (PRONOUNCED "SHOOT") BEWILDERS INSPECTOR

I am sitting in my usual business-like position with my feet on the Kleinschmidt when Whitey the Chief walks in with this Scandinavian Character.

While I am trying to figure out whether he is a new member of the Port Chilkoot Company or the cable splicer we have been expecting, the phone rings. Swiveling around in my chair I grab the "Ameche" and answer it like it says in Chapter Able, Paragraph 1.26: "CAA, Shute!" (Pronounced "Shoot.")

In the meantime the corner of my good eye has been registering the chief giving me the high sign in back of the visiting fireman. Not knowing how to answer the jerk on the other end of the phone who is inquiring about the weather, I slip him some fast double talk and hang up and turn to greet the Scandinavian Character, who is by now getting wrinkled around the eyes.

Somewhere during the introductions I catches the name Peterson and the word inspector, so reluctantly I takes my feet off the Kleinschmidt. "What is your name?" queries this inspector person, "I have a good mind to report you."

"Shute!" I says, further complicating the situation, and still not knowing what he is fired up about.

"Such frivolity of conduct of official business cannot be tolerated," he snaps back, whipping out his little black book. "What is your name?"

"I told ya, Shute," says I again, my temperature rising to meet his. Finally the chief's bloodshot orbs light up like a neon aurore and a blimper of intelligence registers momentarily and he explains to Sanford (by now I am calling him Sanford and he is calling me Mud) that when I answer the phone. "CAA, Shute!" I am not being flippanant but

merely following instructions like it says in the good book, seeing as my name is Shute.

Mr. Peterson, who is a gentleman and a human being and not at all like our conception of an inspector, in view of the extenuating circumstances promises to give me a waiver on this one portion of Chapter Able, and harmony reigns once more.

Which is just another way of saying that Sanford Peterson, inspector, was in Haines in February, along with "Blackie" Bonnett, cable splicer, and Mr. Bogi, traveling mechanic. During that time we had "Blackie" Bonnett, "Brownie" Brown and "Whitey" Machin. So I, without a nickname, promptly turned green with envy.

Agrees About Bowling Scores

I noticed a blast from my long absent colleague in Woody Island about the acres of space in MUKLUK devoted to the bowling percentages in Anchorage. Seems I am forced to agree with the lad. While I realize there are more personnel in ANC than in practically all the rest of the region, I still can't see those percentages as news. Like he sez, if any one is interested, let him go down to the bowling alley and find out. However if we must have the percentages, why not tell the truth and label them "ANC Sports" instead of "CAA Sports."

Seems we have had a fair amount of news and gripes in Haines and our "Beloved Betty" printed everything we sent in--all nine times--in 1947. Nothing to it. All ya gotta do is send in something, Woody. Like Mark Twain said, "Everybody talks about the weather, but they talk so long they finally wind up sending it PDW."

And the Civair 8 Club did not always make page one.. It landed on page 5 in May (and the person responsible was

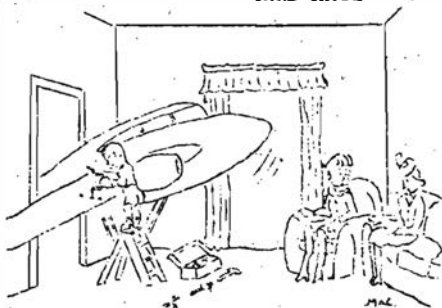
fired in June) and in Jan. and Feb. it was also missing, due to the fact that it was organized in March.

On first glancing at the new identifications, just happened to think it would look rather queer if some aircraft filed a flight plan with a stop-over at Yakutat. Among other things, the FP would contain the words YAK.YAK. And then there was Yakataga breaking in to a lather about five hours early that first morning with its shining new identifier. If I were the type to chide a fellow Accom, I might say to this individual, "YAA, jumped the gun didn't ya?"

Margie Brown, wife of our LTIC of the same name, has returned from Seattle where she was for the past month due to the illness of her father. It was discovered that Marg has feet of clay and returned with the "New Look." Now she says she feels funny wearing short skirts. I keep telling my wife she can't go Outside until prices come down and skirts go up again, but I am going to have a hard time making her believe it with this sort of sabotage within the ranks.

Accom Bill Hayden was passing out cigars to smokers and beer to non-smokers celebrating the birth of a son February 29. No one but an Accom would play such a dirty trick on a kid, cheating him out of all those birthdays.

-- CARL SHUTE



"It was in some kind of a hobby kit
he got for Christmas!"

(--"Region Air")

BERRY AND SETCHFIELD ADDRESS NFFE MEETING

A large audience heard CAA men F.O. Berry and Dan Setchfield address a meeting of the National Federation of Federal Employees March 9 in the club room of the Party House. The two men are candidates for the Anchorage City Council in the April 6 elections and have both been in city service before.

Mr. Setchfield went on record for retaining the city managerial type of government and establishing civil service for municipal employees, including retirement provisions, to help cut down the present personnel turnover.

Mr. Berry outlined his previous experience and said if elected he would do his best for the "forgotten taxpayer." Both men made it clear they are independent candidates with obligations to no group except the citizens of the city.

The NFFE decided not to prepare a slate of favored candidates, but to appoint a committee to investigate all candidates who have filed and the issues in the election, according to Kenneth Ruhle, NFFE president and senior overseas communicator at the Anchorage station. Findings of the committee will be publicized for the benefit of federal employees in the area. This "Civic Affairs Committee" will continue to function even after the elections are over, Mr. Ruhle said.

The NFFE wishes to encourage every employee in Anchorage to register and vote in the important forthcoming election. The group's meetings are held the second Tuesday of every month at the Party House club room and are open to all federal employees.

There was a young girl from St. Brides
Who ate green apples and died.

Within the lamented
The apples fermented,
Making cider insides insides.

P & S CONSTRUCTION

GLAD "MOOSEGOOSER" GONE

Things are very quiet around the Construction Division since the removal of the "Moosegooser" from Fifth Avenue. Ada Woberg says also her neck is clearer. Guess the little train is a coal burner. We were beginning to get used to the "toot toot" of the whistle plus the occasional blasts of band music, etc., from the loud speaker system.

However, George K. had quite a time trying to hear over the telephones--maybe you heard him shouting way over at the Federal Building. As the Moosegooser approached, his voice increased in volume, then in exasperation, "Wait until that blasted thing goes by!" The conversation would begin again, only to be interrupted by a very loud band selection or a voice telling you where to buy what for how much and why. But this, along with strenuous hockey games, was not enough--out boss, G.K., is now serving on a jury. He reports that he should make a good soap box lawyer by the time they're finished. We think he's enjoying his work, however.

Our new Airways Engineer, Barney Locke, injured his leg playing hockey the other evening. Not too seriously, we hope.

There has been little traveling this past month. Harold Norbert made a short trip to Whittier, Wallace Tukward is in from Kodiak and Jerry Howard left for Annette. Ken Kellner had several hours of sleepy baggage drill in the early morning while waiting to get off to Juneau and Gustavus. Arne Erickson and crew are in Anchorage, having completed their Annette assignment.

Office furniture was jostled around a bit in K. Kellner's office a few weeks ago to make room for Gilbert Jontz, whose office was formerly across the hall. Mary Sykes has transferred to Safety Regulations at Merrill Field.

PERSONALS FROM PERSONNEL

"THE STORK CLUB"

Yes, the old bird is flying again. His timing was just right this time to bring Valentine greetings to Mr. and Mrs. Robert T. Williams. The little Valentine is "Patricia Lee," born February 11. Patricia has two sisters, Jane Ann and Martha Lynn.

Mr. and Mrs. Harold Kenney (Lois Kenney, former Personnel clerk) are the proud, robust proud, parents of six-pound one-ounce "Cecqueline Anne," born March 2. Those buttons one may see laying around the Veterans Administration office in the basement of the Federal Building belong to Mr. Kenney. Let's be careful of that chest, Ken.

Another resignation will be effective in the very near future, and for the same reason which has been so predominant in the Personnel Division the past few months. It is that of Shirley Hormance, file clerk. Shirley is planning to return to the States the end of this month in anticipation of a new arrival, providing suitable housing is not found here before that time. She likes Alaska very much and wouldn't leave except for that reason. Here's wishing you the best of luck, Shirley.

The newest employee on the Personnel staff is Hazel Butler, clerk-stenographer. Mrs. Butler's home is in Minnesota and she and her husband drove up the Highway last October. She has been employed by a local attorney since her arrival; -- THELMA PICKENS

Friday, February 13, Henning Johnson passed around cigars and candy announcing the arrival of a baby daughter. On the following Friday, Warren Kerr, before leaving to assume duties as resident engineer at Juneau, treated the office to a five-pound box of chocolates. How are we doing???? --V.L.

CRUMBS FROM THE COMMISSARY

Dying eggs and hiding them to be found is cute, but not so sound. With the price of eggs at an all-time high, I think I'll let Easter just pass me by.

A dispatch was received at the Commissary this week stating that all CAA employees will automatically receive a \$500 a year wage increase, starting April 1. It is an accepted fact that all Eighth region personnel are indispensable and that to lose them would be a staggering blow which the government doesn't feel it could take. So to insure keeping all these employees working and happy, Washington has just passed this new bill. Look at your April check and make sure you're receiving this new wage.

The Commissary is expanding so rapidly that it is difficult to find enough room for all the new additions. For instance, the Commissary now has it's own plane that flies to Seattle every day and brings in a shipment of fresh produce. Other planes make a round to every station each day and drop off all orders for fresh produce as requested. This service is as regular as the milk men, with some deliveries being made before dawn and some the last thing at night. Look on your doorstep and yours surely will be there.

The Commissary also has entered into negotiations to sub-lease a ranch in Wyoming to facilitate the raising of our own beef. This way there will be no delay in getting all the fresh meat required by personnel.

Our own herd of dairy cows is being flown in this summer. They will be put to graze behind the Warehouse and Commissary. Large crews of hay-cutters will be hired to prepare for the long winter, and several hundred milkmaids are being hired now to do the chores.

A large supply of rubber milk bottles is arriving at the Commissary. These bottles are sterilized and can be shipped all over the territory without being broken. They won't have to be returned, so when you are through with them you may dispose of them in any manner you choose.

Peach orchards are being cultivated on the hills around the Commissary and fresh fruit will be coming your way soon. Several Quonset huts have been obtained and an improvised cannery has been put into operation here until the construction crews can complete the final building, which when done will enable the Commissary to can all fresh fruits and vegetables and send them out to you at least once a week.

For the smaller stations that the plane can't reach daily, we have installed Department Store Relay Cables that will enable us to slide food, messages and money right to the stations directly daily.

From a recent survey, we find that all stations have cleaned up their stock and have no surplus on hand at all. Not even is there so much as an extra can of beans laying around that isn't called for. We found too that every item ordered by the stations has been sent and that every brand, size and quantity was just as requested on the requisition. The stations seem to be completely happy, quite without complaints, and dearly love their ANO Commissary.

A new kind of pill has just been introduced by the Commissary. Those pills make everything seem the way it should. Take one pill and all will look right. That's what I've been taking and that's why you have this article. Because if you believe this, you're more of an April Fool Joke than this is.

Guess I'll pick up my drum and beat it.
-- THE CRACKER CRULB

SAFETY REGS

BARNER GETS TROPICAL TAN

C.E. Burlington, chief of Aircraft & Components; C.L. Marks, service representative; A.C. Johnson, air carrier inspector (H) and M.J. O'Bryan, aeronautical inspector have been attending conferences in Washington, D.C., held during the last week of February--and probably enjoying the sunshine. A record high of 80 degrees on February 27 was noted.

Richard L. Barner, air carrier inspector (O), conducted the periodic inspection of Northwest Airlines' Orient routes. During his sojourn in "Far Cathay" he visited Tokyo, Seoul, Shanghai and Manila. Mr. Barner returned to Anchorage with quite a tropical tan, the result of a two-weeks stay in Manila on special detail giving flight tests.

He stayed in Anchorage just long enough to say hello to Mrs. Barner and their small daughter, Gay, and was aboard a southbound flight the next day enroute to Washington to attend the aforementioned conference. A more complete report on "Conditions in Asia" will be forthcoming next month upon Mr. Barner's return.

Notice was received of three positions with a Civil Aviation Mission to be established in Bogota, Colombia. Mr. Futman, superintendent of our Airman, Aircraft and Flight Operations Branch, indicated interest in the project, especially when we pointed out to him that, due to a typographical error, the monetary unit, the peso, is backed by "god" and the foreign currency reserve! Not much chance of inflation here.

According to the circular, one of the chief forms of entertainment are the "bull flights." Particular interest was evinced as to what regulations would cover this type of operation.

Safety Regs welcomes two new gals who are assigned to the Anchorage District

ETHELLA VAN WORMER

LEAVES TO STUDY DRAMA

Ethella Van Wormer, tall attractive brunette in Contract and Procurement, has resigned from CAA and left Anchorage March 6 for Pasadena, Calif., to begin two years of study at the famed Pasadena Playhouse, dramatic school.

Ethella, who came to Anchorage in the summer of 1946 and began working for CAA last September, was a candidate for Fur Rendezvous queen in 1947 and has appeared in Anchorage Little Theater productions. She was a model in the Rendezvous Style Show this year. She attended high school in Portland and junior college at Linfield girls school in Oregon.

office. They are Mrs. Lois Ransier, formerly of the Warehouse, and Mary Sykes, who transferred from Plant and Structures.

In closing, have you heard this one? A passenger on a flight from Salt Lake to Chicago asked the stewardess to be sure to wake him up in time to deplane at Chicago, as the flight was going to New York. He woke up early in the morning as the stewardess was asking passengers to fasten their safety belts for the landing at Pittsburg.

Much chagrined, he told her in no uncertain terms what he thought of her letting him sleep through his stop. Then he apologized for having used such profane language.

The stewardess said, "Oh, that's all right. You should have heard the man we put off at Chicago!"-- JEANINE EBERSON

STINSON FOR SALE. Want to sell three passenger Stinson 105. Has Continental 75 engine which has just been majored, radio, skis, sensitive altimeter and all the trimmings. Reason for selling: returning to the States for school. Price: \$2500. Will deliver free. Contact Richard L. Gladly, ACCOM, Kossos Point.

CAA ASKED TO STAFF CIVIL AVIATION MISSIONS

CAA has been asked to furnish personnel to staff "Civil Aviation Missions" in six South American countries to aid them in an advisory capacity in setting up their own civil aviation programs. Applications from all CAA regions have been solicited and appointments are to be made in Washington this month.

These missions will function under the United States' Cultural Cooperation Program and were arranged for through formal agreements between the United States and the South American countries. Each mission will have a Chief of the Mission (CAF-14) and in some countries there will be one or two special technicians as listed below.

There will be three personnel, including the chief of the mission, in Colombia at Bogota; three in Uruguay at Montevideo; three in Chile at Santiago; two in Bolivia at La Paz; one in Ecuador at Quito and one in Venezuela at Caracas. More personnel may be assigned to these countries as needed at the end of this fiscal year.

It is expected the missions will be maintained for one or two years. Appointees will receive the regular salaries for their grades plus a cost-of-living allowance and an allowance for official entertaining. They have been requested to take their families with them.

A total of 13 persons in the Eighth region submitted applications for the 13 South American positions. There were seven for Colombia (the only position available for Airways Operations personnel) and eight for the other five countries, divided mostly between Uruguay and Chile. There were two repeat applications.

"Dollars to Doughnuts" are no longer the good odds they used to be.

BOBLENZ AND TREW RECENTLY PROMOTED TO CHIEF GRADE

Recently promoted to the grade of chief aircraft communicator were William Boblenz (Galena) and Wilfred Trew (Middleton Island).

Mr. Boblenz is relatively an oldtimer in Alaska, having come up from the Fourth region. His first Alaskan assignment was Gulkana, thence to Sitka and Galena. At Gulkana and Sitka he was acting chief on several occasions.

Mr. Trew came to the Eighth region in February of 1946 for assignment to Annette Island. After approximately two years in Alaska's southland, Trew decided to try "The Rock," and is now seeing the world from Middleton Island.

31 COMMUNICATORS TRAINING FOR ALASKA

Thirty-one future Alaskan communicators are now in school in two classes at the Aeronautical Training Center in Oklahoma City and the first of them will begin to arrive in the territory during April. It is planned to begin a third class soon.

Recruitment of communicators for Alaska has exceeded the resignation rate by a considerable margin during the past few months, according to figures in the Performance Standards staff office.

BRAENDELS HAVE SON

The population of the young homesteading community near Eagle River was increased by one last month with the birth of a son to Eleanor and Art Braendel on February 12. The boy was born at 10:21 P.M. and weighed nine pounds. He is the Braendels' first child and has been named Karl Gerzens. Mr. Braendel is acting chief of CAA's drafting room.

NAKNEK PERSONNEL

SO HAPPY WITH HOUSING AFRAID TO GO ON LEAVE

FEB. 21--It is the avowed and solemn purpose of this scribe to let the rest of the territory in on a heretofore closely guarded secret. At the risk of being ostracized from these happy surroundings, I now reveal that lying approximately midway between Naknek Lake and Naknek Village on the Alaskan Peninsula is a CAA station passing under the name of Nakenk Airbase. This is doubtlessly a startling discovery to at least 50 percent of the members of our service, as I don't recall seeing ramblings originated at this station for nigh onto a year.

As is the custom, I will start by listing the station roster: First there is our chief Frank Smith with his charming wife and two sons who have been here for quite some time, plus a daughter who has not been here so long. She entered on duty Naknek in December. Next are Carlton and Ruth Mariner, one of the first CAA couples to pioneer this little haven. Mr. Harold Griffith and wife Marie also have been here long enough to have been mentioned in past "Luk-Tels."

Other operators include: Al Hall, who came in December of '46; Rudy Robsel, at present on relief duty at Fort Heidon, who arrived in September of '46; Bill Moehrke, ex-Navy; Jack Dempsey, ex-hooligan and Marshall Thrash, ex-Navy, all three arriving the middle of last summer. All these plus our latest arrival, John Killian, who left Skwentna to enhance our fold with himself, his pretty wife and two children. We were introduced to them this January.

With Spike Mabbott as MTIC, Dan Fritz and Red Shiplott as radio techs, Bill Johnson, Carl Amburn, Don Barrett and George Gentry as mechanics and Sam Laufer as storekeeper, we have a nice sized little village here, not counting the dozen or so soldiers who are stationed here to take weather observations, ser-

vice Army planes and take care of the Army's interests.

This little spot on the map has become quite an attractive joint since the departure of the M & K Co. this summer. They left nine nice new apartments, freshly painted, plus a nice coat of paint on all the other houses and offices. People now are even hesitant to take annual leave for fear they will be replaced while they are gone and will be again forced to go where there are "Dormitory Quarters Only." Not only did we get the new quarters, which to us bachelors was a dream come true, but they were furnished with new gear. But don't anyone get lights in his eyes, as we are pretty firmly attached to them. Most of us have so much domestic gear by now it would take a DC-4 to move us.

We are getting into the municipal airport class now with a new glass enclosed broadcast booth and a contemplated airport control facility for the coming fishing season.

Fishing Season Near

Fishing season! - These are two words which cause us all both sighs of joy and dread intermingled. Joy for the fishing we will be able to do ourselves. There is undoubtedly no better fishing to be found than that near this station.

Dread for it means that we operators will have to earn our pay. With all the men for the Bristol Bay canneries being flown in, it is not an uncommon sight to see three DC-4's and a like number of DC-3's on the ramp at the same time. Add to this bush pilots thick as mosquitoes buzzing in and out delivering the fishermen to their final destinations. All this, and the bachelors wearing out the tires on the station vehicle running down to catch a glimpse of the hostesses on the planes.

Smelt fishing is the main diversion at present, with Carl Mariner being the

main pathbeater. He generally manages to tote back at least 50, which is a nice little snack for him and Ruth.

Frank Smith, a dyed-in-the-wool trout fisherman, had heard the rapids were open so he, yours truly, J. Dempsey and wife and Bill Tolbert, the PMA agent, got in the vehicle last Sunday and drove up. That is we drove within two miles and walked the rest of the way -- and it was open, a patch at least four feet wide and ten feet long! Joyce managed to make it back only by the grim determination not to be outdone.

I believe I forgot to mention Joyce when I listed the personnel. She left her home in Peoria, Ill., to come up here and become permanently attached to Jack. They were married in Anchorage the 20th of December.

Learns What Hangover Feels Like

Starting Christmas Eve and ending the first of this month we had a series of six parties that gave the place a shot in the arm. People who thought they had forgotten how to dance found they remembered after all. People who thought they didn't know how found that after a few rounds of liquid refreshment it wasn't so hard after all. And practically to a man and woman, they found out what a good hangover feels like.

Also Bill Moehrke and this learned one found out what a charwomen must feel like while cleaning up our respective apartments the next days. The parties alternated between the two so as to give one fellow a chance to sleep the next day, every other time. A good many people found their work a bit more difficult those "days after."

The gods and the Army weather bureau have favored us with much excellent weather the past two or three weeks. Almost without exception it has been clear with an occasional III THER SCAD. Fairly cool weather has predominated but, except for the times when the wind gets playful, it is really beautiful and a photographer's paradise.

WHITTAKER HAS MEASLES

Return of G.A. Whittaker, acting superintendent of Airways Operations, from a conference in Washington, D.C., this month was unpleasantly delayed in Seattle by a case of measles. As though the humiliation of having a kids' disease were not enough, a severe case of flu accompanied the measles. He arrived back in Anchorage March 8 and is now back to normal again.

Well, we have rambled on about enough this time, except to add a note that might fall in Daphne Darling's line of duty, or even more properly, in a Want Ad column, -- but Daphne might see what she can do about it. Needed badly: one good cook, about 5'0", blonde, 125 to 130 lbs. in an appropriately shaped package. That's 30 for now -- 73 from The Golden Voice of NAKHEK. --A.C. HALL

Footnote:

Inasmuch as practically nothing around here is considered official without at least one correction by the chief the following is offered:

Hall errs. The last "Nuk-Tel" contribution from this station was in May, 1947. "NE GEAR" and "DOMESTIC GEAR" referred to in Hall's memo pertain to household furnishings -- Allan got his salty tongue licking champagne off the prows of newly-christened liberty ships. Mr. Hall's reference to the situation whereby "WE OPS WILL HAVE TO EARN OUR PAY" is merely a forecast of desirable capabilities.

Also he fails to mention the fact that the "HOSTESSES OF THE PLANES" cooperate by taking our official mail for posting in ANC, hence the use of the vehicle. Re the parties: it was the writer's perhaps more sober observation that but few of the shots were in the arm. In conclusion the description of a mumbling, bumbling baritone as the "GOLDEN VOICE OF NAKHEK" approaches treason.

-- F.E. SMITH

"TAL" TALES FROM TANANA

Since there's little to be gained by delving into a lengthy alibi to explain why this handful of Uncle Sam's cohorts has been so little publicized in "Euk-Tel," and having never been associated with the Fourth Estate, we shall proceed in the style of a rank novice.

Turnover in station personnel at this spot has been quite terrific the past year or two, and some of our former communicators have traveled half way across the broad Pacific since leaving. However, there are a few of us old sourdoughs (using the word loosely of course) creeping around the premises.

Heading our motley crew of Operations personnel is able Dick Inman, late of Woody Island. Veronica, feminine partner of Inman and Inman, Inc., has recently resigned her position as Accom to devote full time to keeping House No. 5 in tip top shape. It is rumored that a Junior Accom is planning to EOD in the Inman household come summer.

John Scullion, the lad from New Joisey and a Navy vet, didn't get that far-away look in his eyes from sleeping through mids. He is a firm believer that two can live cheaper than one (even in Alaska) and is just waiting for that good old annual leave this summer to rush madly in the general direction of Region One before she changes her mind! Don't forget your luggage, John.

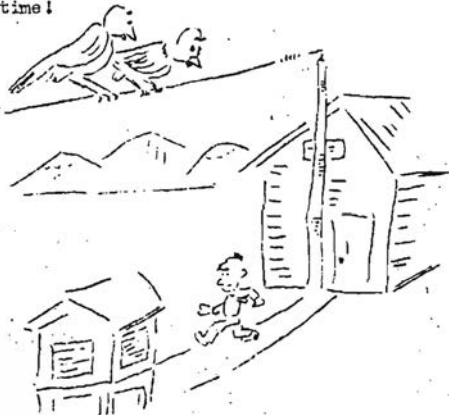
According to local enthusiasts of the sport, John is a top-notch performer at table tennis (known as "ping pong" in China). Competition is pretty slim we hear, so if there are any itinerant ping pongers planning a trip Tanana way, drop into the BQ where table, net and other necessary paraphernalia await prospective challengers.

Jack ("Cigaretts and Whusky") Leonard from the Deep South, also a Navy vet,

has quite a collection of Petrillo Platters and is getting to be a right sharp disc jockey. Various melodious strains of such classics as "Loaded Pistols and Loaded Dice" or "Who Threw the Whiskey in the Well" can be heard emanating from their house of harmony, so to speak.

That takes care of the communicators here except for one obscure character whom we will not mention, as anything quoted from this person would probably be censored by the Hayes Office.

In charge of the Communications Maintenance department we have Frank Prince, who recently transferred from Engineering to take over the LTIC position vacated by former TAL charter member Judson Lanier. Frank seems to like his new job and is doing right well at it too. Guess he is quite relieved now that the annual Commissary requisitions are completed. What was that blue mist floating around here the other day when NC-14 approached the station with a ton of supplies and the station jeep stubbornly refused to start? They'll do it every-time!



"No, not yet. Wait until he looks up for the cloud data."

(--"Region Air")

Mechanics Fred Rose and Ray Harry are busily getting snow removal equipment (usually referred to as "junk") into operation following arrival of much needed repair parts. Fred has been trying his luck at the fine art of toe-punching this winter, but fur is rather scarce for some reason around the landing strip. Guess we will have to concentrate on the domesticated variety (mice) as there also is a scarcity of felines. We are very grateful for the motion picture operating talent displayed by Ray Harry and really enjoy the movies shown here. Keep 'em coming, McLain.

Very little in the way of excitement ever occurs at this flyspeck on a flight chart, but not so long ago we stared in awe at a PDSY Navy Amphibian as it came in for a landing due to bad weather at Fairbanks. Since those things are about as rare as a mosquito in December, all the local inhabitants able to navigate proceeded stationward en masse for a glimpse of the strange looking craft. When all the crewmen finally got the "Sitting Duck" secured and stormed the control station to thaw out, the place looked like an NCO club, minus refreshments.

A unique, but effective, method of warming up the motors for departure was employed due to failure of standard heating equipment. The station D7 and D4 cats were parked under the high wings and exhaust heat piped up into the motors of the PBV did the job very well.

Guy Named Molotov Visits

On one other occasion some time ago a midwatch Adcom played host to several Russians, including some big gear named Molotov. While enroute to Moscow from the UN conference at San Francisco they developed an oil leak east of Tanana, necessitating the landing. After much chatter and wild gesturing, they succeeded in repairing the trouble and continued on their way.

We are anxiously looking forward to the inevitable break-up of the mighty Yukon which heralds the coming of

GREY PRINGLE TRANSFERS TO HOBBS, NEW MEXICO

Grey Pringle, until recently chief aircraft communicator at Yakutat, has transferred to New Mexico in the Fourth region.

Mr. Pringle came to Alaska from the Fifth region in the summer of 1942. It was during the early months of the war at a time when Eighth region services were being expanded so rapidly, in order to meet the requirements of the military, that volunteer communicators had to be solicited from the continental regions.

Pringle was in one of the first groups of volunteers to arrive in Alaska and his first assignment was at Nome. He subsequently converted his volunteer status to that of a permanent Eighth region employee and later years found him the chief aircraft communicator at Kotzebue, Nome, Iliamna and Yakutat.

In addition to acquiring a liberal education on Alaska, Grey also acquired a wife during his tenure up here. "Lou" was relatively an oldtimer, having lived in Juneau and other parts of the territory for some time. Their forwarding address is in care of the CAA Airway Communications Station at Hobbs, N.M.

Say this fast:

AB, CD GOLDFISH?
LEMO GOLDFISH.
OSAR, CM?

spring, Ice Pool winners, annual leave and, last but not least, the "Taku Chief" stacked high with supplies. (Oh, my achin' back!) Until then we shall batten down the storm windows, turn up the thermostat and make like ground hogs, to reappear six weeks or so hence.

P.S. Who was the joker that punched up "PDQ" for PDW on 303X? -- J.G.

C O R D O V A

WILL TRADE FRESH CRABS FOR MOOSE STEAKS

FEB. 20--If you like crabs, we really have them here. Friends who visit this Metropolis of Prince William Sound seldom escape a luscious crab feed before departing for whence they came. If any of you mighty hunters in the interior regions wish to exchange some nice fresh seafood for a few moose steaks -- let us know and it might be arranged.

From the number of babies arriving at Woody Island, it looks as if they might catch up to McGrath. However, the "Better Business Bureau" states that production is sure to fall off in 1948. As long as we are on the subject of vital statistics, it should be announced that the population has increased around these parts.

Ben and Doris Canham are the proud parents of a baby girl, born on the 17th of November. Bill and Jesse Barber got out of the rut and had a girl after having three boys. Al and Kaye Gorman of the Weather Bureau also had a girl; their first was a boy.

Bob Leise received a girl for Christmas, making a total of four. This last one is not as much trouble as most females and easier to get along with once you gain her friendship. We call her "Lindy" and her birth certificate shows she is a genuine Labrador Retriever. Will advise how the ducks and geese taste this fall.

The Shoridan Flying Club is still in operation, strange as it may seem. Old X96042 keeps flying and has made several trips to Yakataga, but weather conditions the past two months have prevented building up much time. We had skis on the plane for a few days and then it started to rain. Before it had stopped the runway was bare, and the wheels replaced the skis. We have ten members in our club, five of which are CSA employees. Come spring when the weather is better it is hoped an instructor with an examiner's rating can be lured

down this way as quite a few of us will be ready for a crack at private tickets.

Bill Marcks has been packing and hopping around like mad this last week as he has a tentative offer to transfer to Huntington, W.V., which is near Marcks' old stamping grounds and he is really in the suspense file until something definite comes through. P.S. He got it.

We had the pleasure of meeting Mrs. Betty Graves and her husband Wally, plus a lot of other Anchorageites when the "Consolidated Flyers" came down to trim the Cordova boys on the maple court. It was the general opinion around town that the Flyers were the smoothest bunch of ball handlers that have played here in years. Don't know about the Anchorage folks, but we had a very good time during their stay here.

Also in the line of visitors, the Anchorage Ski Club came down the same weekend and it was nice visiting with Laverne Eite again. Laverne spent many a sleepy midnight together with us when she was ERAC here a couple of years ago. A.V. Carroll was another recent visitor to our fair city and immediately became acquainted with most of the people at Mile 13. He had a good time the night of the Junior Prom, along with a lot of Mile 13 and Cordova town folks. Mr. Carroll conducted a station inspection and we hope our station's operation met with his approval.

Out of the original four bachelors who once occupied Quarters No. 5, there is only one left. That one is Lemoyne A. Phillips, Esq. According to rumor and fact it won't be long before Lee takes the final step.

At a birthday dinner given by Bob and Reva Leise February 15 in honor of Lee and Bill Harris' birthdays an enjoyable time was had. Champagne cocktails were served and it was then that Lee jumped over the table, or around it, anyhow the

guy is hooked. Lee explained that it is an old French custom to go through those gyrations when announcing an engagement. More of this romance next issue.

Just to keep Carl (HIS) Shute
From becoming too Snute
We'd like you to know
We have a poet up our way
Who will compare any day. -- E.B.

HEMO-CEMO

Here's to the big boys from CEMO
Who must drink a lot of HEMO.
It would please us much more
If they would just snore
Instead of being on the BEAM-O.

DEEPS

Here's to the Crabs from Cordova,
They are certainly hard to beat;
Here's to the Men of Distinction,
Who drink Calverts whenever you treat!

Here's to AHC'S restaurants,
They aren't very hard to find;
Here's to the chow they throw at you,
Some say it ain't worth a dime.

Here's to the CACOLS who beat you
To make copy to fill up this sheet;
Come the day when I'm a grade "Ten"
Then I'll really turn on the heat.

This could go on forever,
But I just ran out of lead;
So now if you'll pardon my errors,
I'll silently crawl off to bed.

POOR RANDY

There was a young pilot named Randy
Who with the girls was quite handy.
While dreaming of them
He started to spin
Like potatoes, he got mashed up just
dandy.

MRS. RAPPER

There was an old woman named Rapper
Who was on the ball as a trapper.
One day in the Spring
She almost cashed in
When she petted a bear which did
snap her.
finis --H.A.L.

TOURS TO CONTROL CENTERS AUTHORIZED FOR CHIEFS

Under provisions of instructions from Washington, regional offices may now authorize official trips by chief aircraft communicators to associated air route traffic control centers for familiarization tours and liaison visits.

The purpose of such visits is to familiarize certain chief communicators with the operation of control centers controlling traffic which the chiefs are directly and indirectly concerned with at their own stations. The Eighth region has inaugurated such a travel program, and since the first of the year has already dispatched several chiefs to Anchorage and Fairbanks. Further familiarization and liaison assignments will be made as time and personnel permit.

CIVAIR 8 CLUB CONDEMS LOCAL MEDICAL PROFESSION

Elsewhere in this issue of the NUKLUK appears a news item regarding Dr. O.R. Kendrick, newly appointed medical officer for CAA, and his one month period of service with our organization.

The Civair 8 Club Executive Committee, in session on March 16th, discussed the matter of Dr. Kendrick's cool reception by the medical profession of Anchorage and went on record as condemning its action and attitude toward a fellow member of the American Medical Association, and particularly as to the resultant effects that have a direct bearing on the welfare of the employees of the CAA here in the Eighth region.

-- THE CIVAIR 8 CLUB
EXECUTIVE COMMITTEE

DON'T FORGET

To Register and VOTE
In the April 6th Municipal Election!



SPORTS

ALL-CAA BOWLING TOURNEY SET FOR APRIL 14 THRU 16

The CAA Men's and Women's Bowling Leagues are combining their forces to conduct the first annual CAA Bowling Tournament on the Aleutian Lanes in Anchorage April 14 through 16.

Entry is open to all CAA employees, whether members of the leagues or not. All events are being run on a two-thirds handicap basis from 200 scratch and will include both men's and women's singles and doubles and mixed doubles. Prizes will be awarded in each event for the highest scores, including handicap.

The committee in charge of this first annual tourney consists of Margaret Silliman, Arthelle Evans, Pete Verdin and Norm Lowenstein.

-- GENE SCHARNEK

WOMEN'S LEAGUE CHAMPS WILL PLAY APRIL 10TH

The Side Kicks rolled up a six-game lead over second-place Payroll during the past month to make a strong bid for the championship of the second half of the CAA Women's Bowling League. Three more weeks of play remain in the second half, with the season ending April 7. A three-game roll-off between the second half winners and the Noseeums, first leg champs, to determine the all-season champs will be held Saturday, April 10.

It is planned to have a party shortly after the close of the season to award trophies to individual and team champions. In addition to the Civair 8 Club rotating plaque which will be awarded to the season's winning team, each member of the top team will receive an individ-

BILL CLAYTON SELECTED FOR DETROIT COMPETITION

Bill Clayton, top-average bowler in the CAA Men's League, has been selected to go to Detroit with nine other champion keglers from Anchorage to represent Alaska in the 1948 American Bowling Congress Tournament.

The two Anchorage men's teams will bowl April 14, and the men also will roll in the doubles and singles events April 15. A chartered DC-3 is taking the group to Dallas, Tex., first where ten top Anchorage women bowlers will be dropped off to roll in the Womens International Bowling Congress Nationals and then proceed to Detroit where the men will have a chance to demonstrate their ability.

Bill has been consistently hitting around a 170 average, and all the members of our league are pulling for him to "bring home the bacon" to Anchorage.

-- GENE SCHARNEK

ual trophy. All members of the second-place team will be presented with pins.

Other trophies will be awarded to the women with first and second high averages for the season, first and second high individual games and first and second individual high series.

Irma Lebbin of Personnel increased her average from 135 to 136 for a total of 54 games during the month, retaining the all-season high average. Alice Repman, Sectionaires, has second all-season high with 130 for 69 games. Verna Nielson, a newcomer playing for Accounts, has hit a high average of 141 for six games during the two weeks she has been playing in the league.

VERY HIGH FREQUENCY

(Continued from page 2)

High Frequency radio waves have curious properties. They are unlike the lower frequency waves with which most of us are familiar. The lower frequency waves cover long distances by "bouncing" back and forth between the earth and a layer of reflecting atmosphere. In this way signals cover long distances.

... waves, on the other hand, usually do not bounce in this manner. They continue straight out into space. Therefore, they can be received only slightly below a "line of sight" course from the transmitter. One advantage of this characteristic is that stations below the horizon several hundred miles apart cannot interfere with each other, even at or near the same frequency.

Because the airplane operates high above the ground, the "line of sight" characteristic makes VHF ideal for aviation purposes. At only 1000 feet, a plane is within VHF range of every station within a radius of approximately 50 miles. At higher altitudes, the range is increased.

VHF offers other advantages to the pilot in addition to quiet, reliable communications. VHF transmitters are smaller and lighter than corresponding low frequency equipment. Lower power can be used for normal communications.

The eventual change from low frequencies to VHF will be relatively painless for the aircraft owner. Installation of VHF communication equipment on the ground will be completed by about 1949. Soon thereafter, CAA expects to have the VHF ranges in widespread operation. But low frequency and VHF equipment will be operated simultaneously by CAA for several years thereafter.

WEST NORTH: The new VHF "instrument landing system" which is making postwar civil aviation safer and more reliable.

CLUB PRESENTS PERPETUAL TROPHIES TO LEAGUES

Two perpetual rotating plaques have been presented by the Civair 8 Club to the CAA Men's and Women's Bowling Leagues for award to all-season winners in each of the leagues at the end of each year.

The walnut wall plaques are 14½ inches high and contain a central bowling figure, the Civair emblem and a series of 12 small plaques at the bottom for the names of the seasons' winners for the next 12 years. They will be kept in the office or section of the teams which have won them for the previous year.

KLONDIKE GANG BREAKS OWN RECORDS AGAIN

The Klondike Gang were up to their old tricks again this past month, that of hanging up new season bowling records in the CAA Men's Bowling League. They hit 2443 for high three games March 12. Individual scores of the team members were: Valenticic, 517; Deuter, 539, Kendall, 377; Brown, 489 and Turner, 521. The only "fly in the ointment" is that they are only replacing themselves as record-holders, as they had the previous high three of 2426 which they established November 28.

The week ending March 19 found the Klondike Gang, Muskeglers and Prop Busters tied for first place with only two weeks to go before the final wind-up of the season. Special mention should be made of the 4-6-7-10 split made by Ben Linder of the Modulators, a tough shot at any time.

Winners of this third leg of the season will meet the Klondike Gang and Sid Sacks, first and second leg winners, in a three-way roll-off for the all season championship some time after the end of the season April 9. The all-CAA tourney April 14 through 16 will delay the roll-offs probably until the end of April.

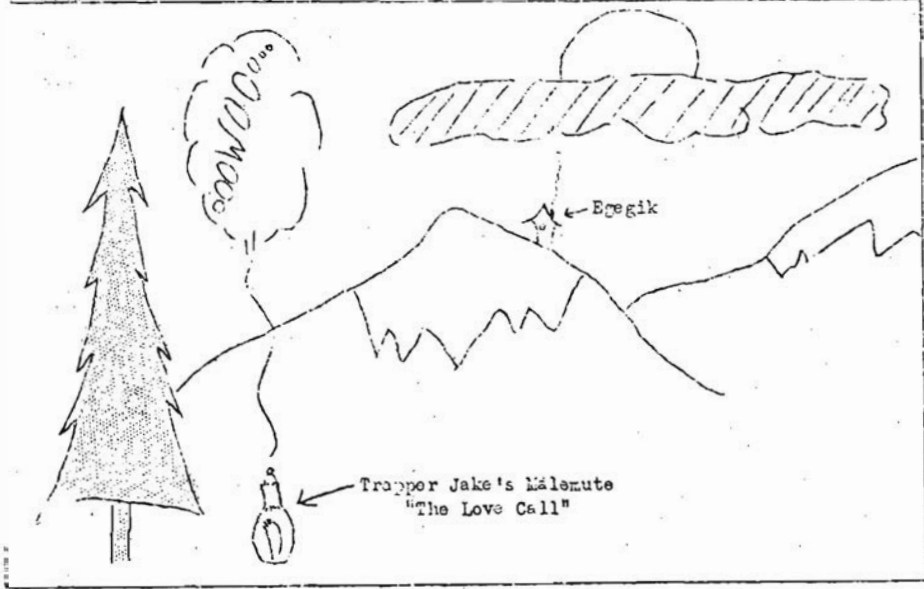
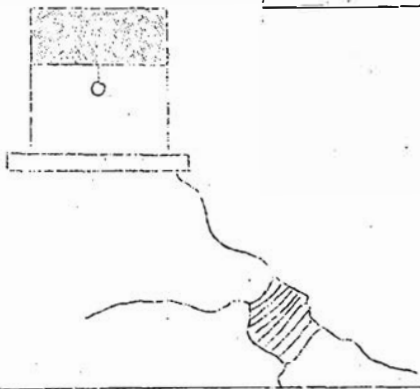
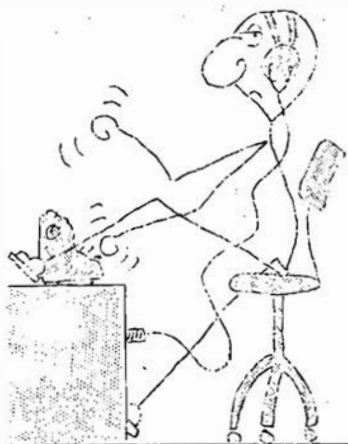
-- GENE SCHEARNEK

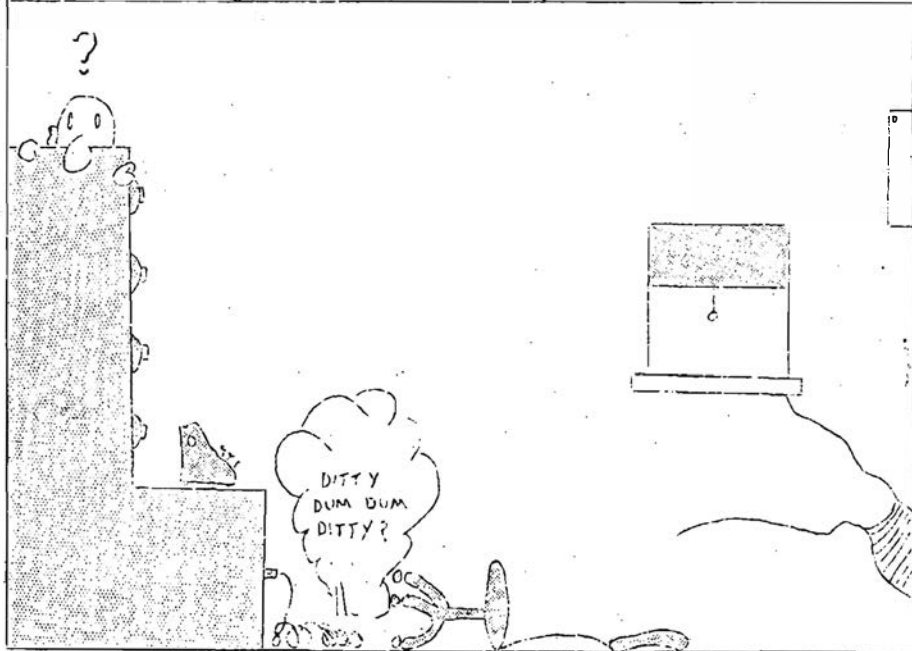
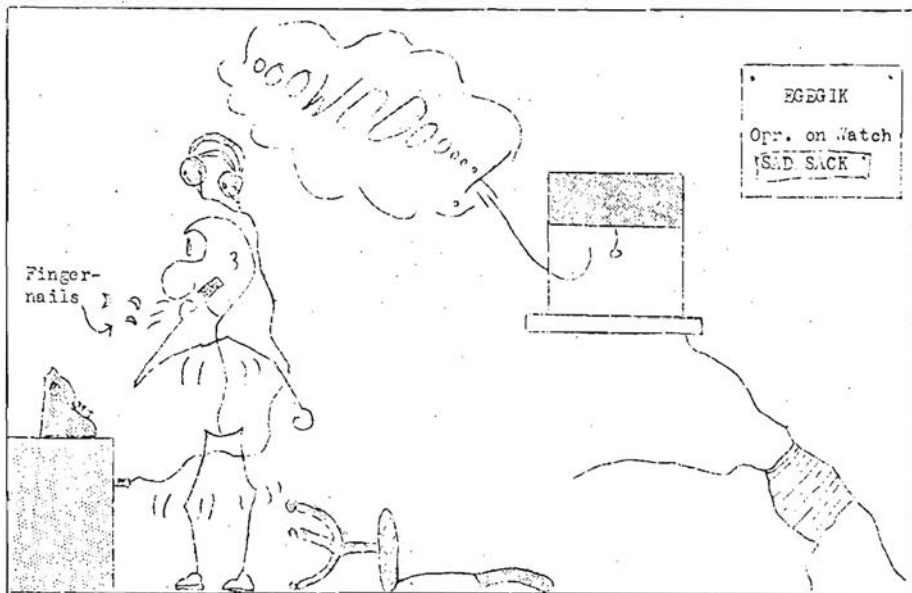
SAD SACK

OF THE RADIO SHACK

"CALL OF THE WILD"

EGBGK
Opr. on Watch
SAD SACK





WAREHOUSE W-A-I-L-S

The Regional Warehouse got a nice break the other noon, Walt Williams took time off from lunch to show some VERY fine slides of Alaska and Idaho. He has done some wonderful photography and the folks down this way were very pleased to be able to see some of his work. Let's have another "Command Performance" soon, Walt.

Seems like Conrad Hanson, the new night watchman, has been having a bad time with the boiler. Cheer up, Bub, we're pulling for you in spite of cold toes in the morning. Of course, it's nice having even heat in the offices, but we're the patient type!

GI 207 has been having a little paint slung around lately, particularly on the woodwork, and I must say it really looks nice. Outside of a few dozen fingerprints (looking like an FBI file) on the door, the rest looks brand new. We know you boys mean well.

Frischilla Krise got herself all packed up and moved into the shipping office this month, leaving new-comer Doris Phillips to mess things up but good in Amy Cardo. Was the love bug bit Frischilla, or am I just being carried away?

A mighty strange coincidence occurred the other morning. Several of our personnel didn't show up until practically noon, and some didn't show at all. Could it be on account of the Elks! Little jaunt over the weekend to Kodiak? Could be! But then, we could blame it on colds, couldn't we?

Virginia Krise was delighted to receive a bouquet of violets (that's not what a bouquet would call 'em, but we'll skip that) from "Slick" not long ago. He naturally takes credit for going out and picking them (snowshoes and all) on his homestead. How about that?

Another new-comer to this office is Margaret Kambrich who has taken over the position of typist, formerly occupied by Lorraine Ozanick. We are sorry to say that Lorraine is leaving soon for Sumner, Wash. Let's hope she comes back to Alaska again. Wanna bet she does?

One happy guy this month is our boss, Merle Young, who has received word that his wife will be arriving home soon. Mrs. Young has been Outside since January, having undergone an operation. The gang from the Warehouse all wish her a speedy recovery.

Let's give Mel Stubs a big hand. She's been slaving away over files, just especially for you guys in the field. She has fixed up a brand new bunch of folders for parts catalogues, etc., so now let's not have any gripes about where they are. She's really put her heart and soul into this little matter-- Now about keeping that in mind, eh?

There is a nice bunch of people down here to work with. However, there's going to be a toss-up between Mel Clements and your writer as to who has a nervous breakdown first. But Mel should be able to survive longer as he has no doubt by now guided dozens of poor bewildered posting clerks through their first weeks and should be immune to their stupidity.

A little reminder! Please let's not forget to give a complete description of article, name, part and catalogue number on the invoices. It really, believe it or not, makes it much easier to find the cards.

Warehouse has had several visitors in the offices lately (official business -- watch!). We do like to have them, but couldn't someone invent a parking machine outside for their CIGARS. No guarantee no one would smoke 'em. You see the gals are allergic to them -- the cigars we mean. -- DORIS PHILLIPS



FALLS
KILL
70
EVERY
DAY



NEW EMPLOYEES

JAN. 25 THRU MARCH 8

ANF COMMUNICATIONS BRANCH

Keith W. Specking, general mechanic,
Maintenance division.

Thomas P. Wilcox, Jr., maintenance technician,
Maintenance division.

Ray D. Salmons, maintenance technician,
Maintenance division.

Edward G. O'Brien, maintenance technician,
Maintenance division.

Edward W. Nelson, maintenance technician,
Maintenance division.

William A. McKullen, maintenance technician,
Maintenance division.

Frederick F. Levey, maintenance technician,
Maintenance division.

William Z. Hudson, maintenance technician,
Maintenance division.

Clark W. Himes, maintenance technician,
Maintenance division.

Arthur J. Gould, maintenance technician,
Maintenance division.

James N. Butchart, maintenance technician,
Maintenance division (Bethel).

John J. Coil, maintenance technician,
Maintenance division (Nome).

Houston T. Hitt, Jr., maintenance technician,
Maintenance div. (Fairbanks).

Cloyd W. Chamberlain, radio technician,
Engineering division.

ALASKA SUPPLY SECTION

Anna M. Hanson, records clerk, Seattle.

ANF PLANT & STRUCTURES BRANCH

Frances B. Koslosky, clerk-stenographer,
Engineering division.

Jacqueline Lee Livesay, clerk-stenographer,
Engineering division.

Frank Dewey, civil engineer, Engineering
division.

Emmett G. North, airways engineer, Engineering
division.

Lyle E. Bonn, airways engineer, Construction
division.

Bernard E. Locke, airways engineer, Construction
division.

Frank L. Pickett, general mechanic,
Maintenance division.

Harvey A. Hammerbeck, general mechanic,
Maintenance division.

Emory C. Hunter, general mechanic, Maintenance
division (Bethel).

Donald E. Hovey, general mechanic, Maintenance
division (Fairbanks).

Anthony Dias, general mechanic, Maintenance
division (Port Heiden).

Donald M. Millar, general mechanic,
Maintenance division (Yakutat).

Edgar W. Yenter, general mechanic, Maintenance
division (Galena).

AIRMAN, ACFT. & FLIGHT OPERATIONS BRANCH

James L. Hainsworth, aircraft inspector,
Aircraft & Components division.

AIRWAYS OPERATIONS BRANCH

Virginia M. Sereday, clerk-stenographer,
Communications Operations division.

Verna L. Nielsen, clerk-stenographer,
Communications Operations division.

Donald F. Ross, air route traffic controller,
air traffic control div.

Howard A. Wehrhan, air route traffic controller,
air traffic control div.

Jack E. Fielding, air route traffic controller,
air traffic control div.

George Francis Richard, air route traffic controller,
air traffic control division (Fairbanks).

David C. Simpson, airport traffic controller,
air traffic control div.

William C. Nester, Jr., airport traffic controller,
Air Traffic Control div.

Dean W. Phillips, airport traffic controller,
air traffic control division (Fairbanks).

BUSINESS MANAGEMENT BRANCH

Constance E. McElmurry, Mail & Files clerk,
Property Management division.

Margaret V. Kambrich, clerk-typist,
Property Management division.

Doris D. Phillips, clerk-typist, Property Management division.

Edward L. Craig, general mechanic, Property Management division.

Hazel I. Butler, clerk-stenographer,
Personnel division.

There was a young fellow from Wheeling
Endowed with such delicate feeling,

When he read on the door,

"Don't spit on the floor,"

He jumped up and spit on the ceiling.

Ramblin' Around

Lawd, but it can be cold over here in the Loussac-Sogn building these mornings! I had to scrape the ice off my typewriter before I could start this story for the "Muk." You think that's bad? -- you should have seen me try to thaw the keyhole in my door the other day.

There I was, bent double, blowing my life's breath into the keyhole trying to defrost it, when who should come along but three of the Big Shots of the Branch. I hastily straightened up, blushed a violent red and mumbled something about trying to make the keyhole hot, then beat a swift retreat to the ladies' powder room to cover my confusion (no remarks, please).

After regaining my composure, I cautiously poked my head out the door and looked furtively up and down the hall. I was quite startled when I looked in the direction of my door to see the Three Big Shots all crouched down trying to see what they thought I had seen through the "hot keyhole!"

One of the men happened to look up and catch my eye, at which time he went into a petrified forest routine for a second and then jerked to attention. He "gently" nudged his cohorts (half knocking them down) and shot down the hall, around the corner and out of sight, followed by his now not-so-curious friends. When the clamor of fleeing feet had subsided I crept out of my hiding place and walked sedately to my door, fitted the key to the lock and -- it turned! Evidently all the hot breath that had been blown on it had succeeded in thawing it, thanks to the "ever-watchful" engineers.

Of course we all avoid each other like the plague now, each wondering about the other and not daring to say anything. Needless to say, I don't try to thaw my lock that way any more! I carry my own blow torch! And so it goes in engineering -- never a dull moment if we can help it. -- D.M.

FAIRBANKS TOWER

GOEBEL GETS ONE OF HENRY'S NEW CARS

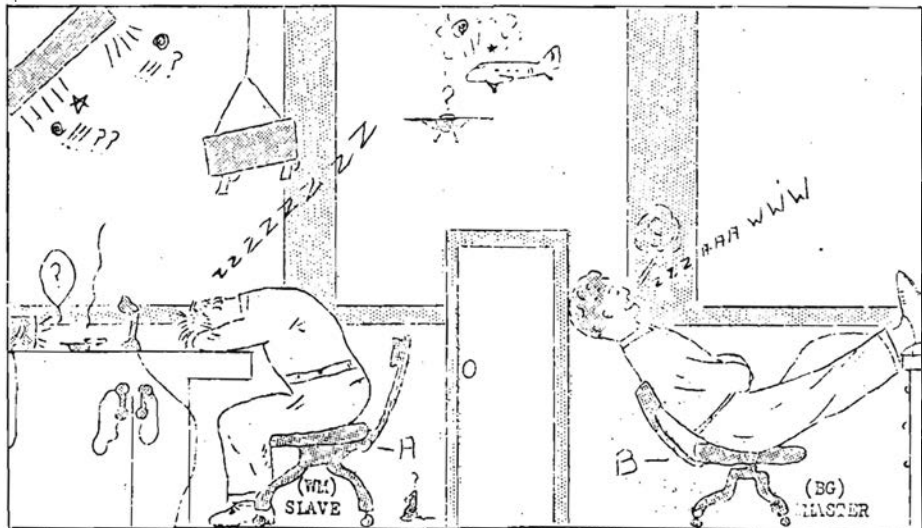
As to be expected, things did pick up a bit here at Weeks Field this past month, not only from the standpoint of additional traffic, but a few other things as well.

The first event of note was the much-awaited arrival of the "new chairs." Ever since then, both the chief and "his minions" have had a duce of a time concentrating on the job. One memorable occasion comes to mind--for details see free-hand (very free) sketch, which will give you some idea of just what affect those "chairs" had on a completely good bunch of personnel!

At about the same time, another incident occurred. One fine day a terrific noise was heard from out of the Southeast. It came rolling along on the ground from the general direction of the Alcan Highway. A couple of days later

we knew the answer. Gerry Goebel was on his way home from Seattle with his new car!

It seems Goebel and his new chariot stopped on the road, tail to a very high wind. A door was opened, a hat and other items went sailing and the door clanged up against the side of the engine! As the "so called" car was one of Henry's latest and finest, the noise proved to be the banging of tin, plus the explosive epithets issued by Goebel! Of course, the usual "oh's and ah's" were generously mixed with praise of the wonderful qualities of the new auto, but the pay-off came the next morning. After running through weather that, according to Gerry, should and would have stopped any other good car, the pride and joy froze up solid and refused to whimper for it's proud but exasperated owner, the first morning in FAII!



EXHIBITS A & B

The "New Chairs" -- and their use! (Nice--humm?)

Late in the evening of Friday, February 27, a quavering voice came through on the outside telephone line. A deep hush settled over the Center and Tower while looks of expectation, anticipation and just plain looks of "I've been there before" passed from man to man. The time had arrived that can, and does, make men's knees turn to water and makes the bars and liquor houses so much the richer.

Slowly the night shuffled along and the next day dawned in a peak of unknowing distress. "Why didn't somebody call?" "Were you sure that is what he said?" "Why doesn't somebody say something?" "Oh, shut up!"-- were some of the things being tossed around, until tempers were on the hair line and cheerful countenances had turned to visages of hard and frustrated hatred. THEN the long awaited word came through! Judith Ann Murphy, six and one-half pounds, had put in an appearance at St. Joe's Hospital!

A great sigh issued up to the heavens that greatly resembled the much-sought Lost Chord! Once again faces broke into the long-gone grin, and nicknames appeared in obscure places, the most popular being "The Four O'Clock Kid."

During all this time, another incident that bears mentioning was taking place, although much less heralded by all and sundry. No one knew when this event was due, but the results were and could have been much the same--if we had known! A.P. (Grocery Kid) Frinster became the poppa of a beautiful Pekinose! He claims, and who can deny it since no one has seen it to be certain, that it looks just like him and is the most intelligent little urchin that was ever created!

Through the whole month Chief Graner has been nursing a "bad cold" (so he says) but we all know about the liquor price-war that is going on in FAI at present. If a man tried to convince you that his hoarsoness was a cold, while at the same time trying to yodel the Prisoner's Song, what would you think?

Rumors are floating about that we are to lose our chief and Goebel in the near future, as indicated by their expression of willingness to accept a six month detail away from our fair city of Fairbanks. Another rumor that proved to be true was that a new man was to be added to the staff at ZFAI. Confirmation was received to the effect that one Dean W. Phillips had been given the nod. He reported for duty the first of March. Next month we shall know more about him and probably have him on the pen for one thing or another.

Oh yes, I nearly forgot! MC-14 dropped in on us one day with the suddenness of a bomb. In it were Jefford, his co-pilot Reynolds (Speck to you) and MUKLUK's Mrs. Wally Graves. This correspondent was deeply impressed with the greeting given him by Mrs. Graves -- I fully expected to be snapped in half for some of the tripe I have sent in! Jack reported that all was well in AHC while Speck roundly cursed his way down to Seltenreich Hangar and back, toting a five-gallon can of de-icer fluid.

Well, now that the old two-letter designators are out, it's time I left too. Those new designators! Oh, hum!

-- CHAFFIE

WANT A PUPPY?

Wanted

Homes for Eight Puppies

Mother: "Toby" - Beagle and ???
Father: "Velvet" - Doberman
Color: Black with brown markings
Hair: Short
Gender: Four males and four females

GUARANTEED PURE DCG

Will be ready to leave Mother
about April 1st.

Will make Good Pts

Please: does Someone want a Dog, or Two?
They are FREE
Contact Station Mech. Finn at Farewell.

MOOSEGOOSER CONSTRUCTION SENDS PLETT TO HOSPITAL

Laying track and setting up the "Moosegooser," the little train on Fifth Avenue which proved to be the hit of this year's Fur Rendezvous, sent Regional Administrator Walter P. Plett to the hospital February 23 for almost a week with a near case of pneumonia.

Mr. Plett joined his fellow Kiwanians in driving spikes and working with the heavy equipment for three days in sub-zero weather prior to the Rendezvous, and then had to spend the next few days in bed during the festivities while all the kids in town had the time of their lives riding on the tiny train.

Other more rugged CAA-Kiwanians who actively participated in this Rendezvous venture with little serious physical result were Hank Newman, executive officer, and Johnny Hooper, Plant and Structures' superintendent.

DOCTOR LEAVES

(Continued from page 1)

Unwilling to combat a hostile attitude on the part of his medical colleagues in Anchorage, Dr. Kendrick left for the States Friday night, March 12. He had entered on duty February 13 and had just gotten established in the Regional Medical Officer's office suite on the third floor of the Lousac-Sogn building.

Steps are being taken to procure another physician to assume the position of Eighth Region Medical Officer as soon as possible.

"Do you believe in clubs for women?"
"Yes, if kindness fails."

"Will you explain the difference between shillings and pence?"

"You can walk down the street without shillings."

PLANE CRASH

(Continued from page 1)

When the two men failed to return to the Sheep Mountain station in the evening, personnel began to investigate and at about 1 AM Sunday morning it was definitely established that the plane on the lake was Walker's. The first men to reach it were Bill Lehman, chief communicator at Sheep Mountain, and Austin Meeker of the Alaska Road Commission. Bodies of the victims were taken to Gulikana and flown to Anchorage by CAA plane to the Phillips-Mapleton Funeral Parlors to await further arrangements by next of kin.

Inspectors Duffy and Powell reached the scene of the accident Sunday afternoon. They report that the aircraft plunged into the ice at a 45 degree angle, "which may or may not indicate the plane had gone into a spin." There were no marks on the ice to indicate the plane was landing or taking off when the crash occurred. A hole in the ice between eight and ten feet in diameter indicated it had struck with considerable force.

Walker, who was 47 years old, entered on duty with CAA at Seattle February 28, 1946. He was a reserve officer in the Navy, in which he had served from 1942 until 1946. Prior to his military service, he had been a partner in the Walker Torgler Radio Co. in Portland, Ore., since 1926. He was born in Northmanchester, Ind., and had attended Pacific University at Forest Grove, Ore., and the Utah State Agricultural College at Logan. His next of kin was listed as his mother, Mrs. I.M. Walker, Portland.

Kirkelie also had been with the Eighth region since 1946, having entered on duty in Seattle January 21 of that year. He was 29 years old and had been in the Navy from 1937 until 1945. He was born in Farmington, Wash., and is survived by a wife, Edna Pauline Kirkelie, of Hartford, Conn.