

March, 1949

WASHINGTON OFFICIALS VISIT EIGHTH REGION

Region Eight was host to six CAA officials from Washington on their recent visit. The party was accompanied from Seattle by W. P. Plett, Regional Administrator, and H. L. Newman, Executive Officer. Jim Hurst and "Fuzz" Rogers were pilot and co-pilot with Bill Clayton as flight mechanic.

Those in the group from Washington were: Lewis N. Bayne, Deputy Director, Business Management; C. C. Hulse, Chief, General Accounts Service; A. O. Easnight, Chief, Estimates Division, Budget and Management; C. H. Estep, Chief, Contract and Requirements Service; W. G. Stewart, Chief, Property Management Division; John L. Spitler, Chief, Aviation Safety and Staff Section, Classification Division of Personnel Service.

The purpose of the trip to Anchorage was for making a survey of activities in the Eighth Region and to coordinate their findings with Washington policies and procedures to determine the adequacy of instructions issued from Washington for the information and guidance of field personnel in the interest of efficient operations. Similar surveys have been or are being conducted in the other Regions of the CAA.

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FUND GROWS FOR NAKNEK FIRE VICTIMS

On February 2, one of our young communicators made the supreme sacrifice in the fire at Nakek. Marshall K. Thrush lost his life, and three other persons luckily escaped without personal injury.

Everyone in the Region was saddened by this disaster and although we cannot alleviate the loss to Mr. Thrush's home and friends, it was felt that those who lost all their personal possessions can benefit in a small way from financial help. As anyone knows, who has ever had their home gutted by fire, there are many things which can never be replaced. However, each employee has been trying to bring a note of comfort to personnel at Nakek by contributing to the mounting fund. The Civic 8 Club and offices and stations throughout the territory have responded generously - without any solicitation in most cases, to the very worthy cause. The total as we go to press is \$1312.95.

Mr. Plett received the following letter of appreciation from Station Manager C. W. Abbott:

"On behalf of the employees and their dependents whose personal possessions were destroyed in the apartment building fire at this station on February 2, I wish to express every gratitude to the

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MUKLUK TELEGRAPH

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Mabel Stuobs, Editor

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FOOD FOR THOUGHT

Dear Editor: A great many articles have been written on individual Alaskan personalities, but I've noticed you very seldom see anything in print about our CAA field personnel, a grand group of people who carry on their work and problems day by day without the conveniences of group civilization that we generally find in cities.

I've often thought of those isolated stations and the people who live in them. Certainly a degree of praise is due them. We see or hear of the many fly-by-night writers who have spent a few days in Alaska and returned to their outside homes to write about Alaska. It is only the color on the surface of which they write.

One of these color-writers was Carl Bicmilller, the associate editor of Holiday Magazine. Early last spring he made something of a swoosh trip to Alaska. His judgement of our Territory was of no more value than that an Alaskan would make of the United States after visiting Seattle or Butte, Montana. He depicted gold dredging with color photos and descriptive paragraphs on Fairbanks. A pretty picture was painted of Juneau, the capital city and a splendid portrayal of life in an Anchorage night club in technicolor. From Seattle to Juneau, Fairbanks and return, Mr. Bicmilller apparently proceeded as others do on the specious promise that Juneau is in Alaska and therefore Alaska is in Juneau. An inaccurate picture of Alaska and the people working and living here is often presented by these stop-over artists.

I certainly feel that it is about time that some energetic writer gave consideration to those in the remoteness of Alaska. Some writer should picture things as they are and give more than just a slight thought to those CAA personnel scattered throughout the vastness of this land. I for one would certainly salute the little armies of CAA field personnel for their courage and everyday duties as they do a job of national importance, that of keeping the airplanes on top of the world clear and safe for Americans.

LANSON B. HARVEY

GALENA GARBLER

There have been some beautiful spring days here the past few days. The temperature climbed out of its winter sack to above 32, and some of the volcanic hills began to show their ashen content to the sun. Everyone is looking forward to break-up and summer. Everybody who is anybody owns a boat; and the people who don't own boats are thinking about the caulking they are going to do...to get in good with the boat owners.

Most everyone remembers the spring-floods. One of our operators mentioned putting a diving board out the back door for a first run at tow-skiing around the field. That practise might come in handy later by substituting water skis or pontoons and hooking onto a motor boat.

We had quite an unusual accident here not long ago...a dog sled collided with an airplane. No, the plane wasn't under power, but the sled was. Everything for a moment was little boys, rudders, dogs and sleds. Nobody was hurt except maybe the kid's father. How much does an Aeronca rudder cost? Dear John.....

Mr. Trenchful, a member of the U.S. Coast and Geodetic Survey was here recently. He brought his fine color slides to our "theater" and delivered an interesting commentary on some. One of the slides was superb. He admitted though, "I must, in all honesty, say that I bought that one." His policy takes very good transparencies. He doesn't use a light meter, either. His idea is that snow gives one a false reading, especially during the few hours before sundown and sunup. Around these hours, he opens the lens wide.

Wade Privett, electrician, is back with us after detached duty in AEC. Glad to have him back. He does good work.

Station Psst! "That's Zip spelled backwards," is going (this last word

is not clear to me, but will use as the copy came in - Ed.) a big bunch of fans here...all kinds of music and sound effects issue forth from station to listener, including the sound of crickets for "Tyexans", and auto horns and booms for "Iwastonians". Example of the modesty of the disc jockey who is also solo stockholder:

Sound of cheers from a large throng..
Click! (either the "push to talk button" or an English Walnut)
Jockey Zip: "Sorry, no more auto-graphs today!"

CAA Inspectors Kelly and Bonn were here recently...business of course. Hope they enjoyed their visit.

Ray Soule is a new arrival. Ray comes from the operator school - Oklahoma City and has already sent for correspondence courses in photography. That brings the total of "Shutterbugs" to just about total. Wonder how one goes about going into the photo supply business?

The only difference in a movie here and one in Smea, is that the natives laugh at the sad parts in a different language.

"If I had the wings of an..." These sounds were heard as we bachelors moved into our new quarters. The Army took over the others. I occupy cell number 2 (so help me) and other rooms are numbered accordingly. You see, this used to be the old army brig. They knocked out some walls and made each room by consolidating two of the solitary 6 x 6's. Everyone likes the new place more than the other one but there is one drawback; we can't party as much, or at least, not so late as before because of the bang! bang! bang! of the hammers. However, no worrying, for this work will be over soon.

"Rufe" Carrigan, Station Manager, and family returned from Seattle recently. He looked all in from the hospital but he's picking up every day. Takes a while to get in the "pink" after a trip to the sawbones. (See next page)

Ed Cook moving...popovers, cameras, garlic cloves and guns, I followed by Ed. He's a fine cook...among other things.

Bob Osborne and family, over from Minchumint, had a scare the other night. Their little boy grew ill and they thought it might be appendicitis. But Mr. Dozich, our Postmaster and a registered nurse, decided it was stomach trouble of a temporary nature. Bob was about to harness his fine team of dogs and take off.

Manuel Holt, Weather Bureau, was seen polishing the floors of his apartment prior to the arrival of his family. There will be a tiny new member in the household after their return.

"Duffy" Dufresne, Cacom, has been keeping all the operators alive by doubling as Gunga Din. There is no water in the station because the ground won't be soft enough to lay water pipes until spring break-up, so "Duffy" brings his jugs of water down to the office. I don't believe he ever had a chance to drink any of it. Thirsty bunch of operators.

So long, kids. Keep ya' proboscis pure, stay neat and ya' won't sleep in da street!

--DANNY

PART II

Hello all you "Key K'russ's" and "CW S'mitro's." Tune in and hear what's going on along the Yukon from the hub of the Inland territory. This is our first column, if my memory hasn't failed me, and since we have a new station building here is something to go with it.

Our station used to be in the big hangar, but things got a little cool up there (something like San Diego of late) after the heat went kaput. The signals froze and formed such a hazard to vision that...but why should I go into that, you wouldn't believe it. The hangar was not such a good place for the radio station anyway...the flooding spring waters couldn't reach it.

The new building is located about 100 yards from the hangar and is constructed so that the operators have a very good view of the field. The large picture windows on the east and west side do it. The broadcast set-up is located at one of the windows and 303K at the other. The operator on the side is given a convenient and necessary broad field of view...broad, that is!

The interior is done in Nile green (My, my, and I've never seen the Nile, either) and on the ceiling are white sound-proofing squares of tile. The kind with the holes. Hugh Yeats, one of our leading (do) composers of CW, tried shouting into the side with the holes and then the side without them...says he didn't hear any difference in the two. All in all, we think the set-up is all right though there is less room in the hangar.

Our Station Manager, "Rufe" Carrigan, and his family left us for awhile to have medical treatment in Seattle. We hope everything will be diikam with them before long...meanwhile, "Duffy" Dufresne, our Cacom, is acting Station Manager which keeps him even busier than before. "Duffy" certainly serves some delicious Moose steaks.

Last week I saw something that I wish could have been photographed. Even though most everyone here at the station is a photography fiend, not a camera was available quickly enough. Williams, our "mailman" who flies the NOL planes up and down the Yukon, had just landed after a big snow. A dog sled with team was trotted over from the village to pick up the mail. It was interesting, though perhaps not unusual, to see the mail trowler to the final point via dog sled after a long trip by air. It was all quite new to these chocchakes.

And speaking of newcomers, I would like to express a humble opinion from first hand. Quite a lot of confusion is felt by new operators coming from the

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PERSONNEL OFFICER'S CORNER

BY

R. T. WILLIAMS

Acts of Congress, Executive Orders of the President and the Civil Service Rules and Regulations contain a number of specific restrictions relating to conduct of Federal employees. Most employees have a general understanding of these restrictions, but it may be of interest to list some of the offenses which under express provisions of law or regulation are punishable by removal or even by fine or imprisonment. Although it is not possible to spell out all these offenses, a few are listed below and others will be included in future issues of the Makluk Telegraph.

<u>NATURE OF OFFENSE</u>	<u>MAXIMUM PENALTY</u>
Fraudulent use of official envelopes. - Using official envelope, label or endorsement authorized by law, to avoid payment of postage or registry fee on private letter, package, or other matter in the mail.	\$300 fine.
False entries or reports. - Following acts when performed by any person holding office or employment under the United States, and charged with the duty of keeping accounts or records of any kind; making any such account or record any false or fictitious entry, or aiding or abetting any such person in so doing, with intent to deceive or defraud the United States or any person.	\$5,000 fine; 10 years imprisonment, or both.
Following acts when performed by any person holding office or employment under the United States, and charged with the duty of receiving, holding or paying over moneys, to, for, or on behalf of the United States, or of receiving, or holding in trust for any person any moneys or securities; making false report of any moneys or securities or aiding or abetting any such person in so doing, with intent to receive or defraud the United States or any person.	
Employing unauthorized personnel. - Employing personnel service in excess of that authorized by law, except in cases of sudden emergency involving the loss of human life or the destruction of property.	Removal mandatory; \$100 fine or one month imprisonment.

(Continued)

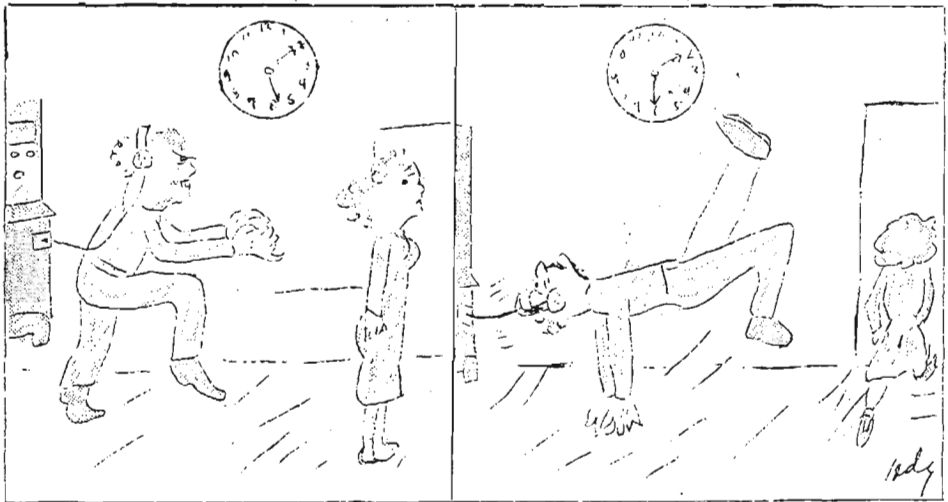
PERSONNEL-

NATURE OF OFFENSE

MAXIMUM PENALTY

Fraud in examination or appointment. Intentionally making a false statement as to any material fact, or practising any deception or fraud in securing examination, registration, certification, or appointment.	Removal
Accepting voluntary service. - Accepting voluntary service for the Government except in cases of sudden emergency involving the loss of human life or the destruction of property.	Removal (mandatory); \$100 fine or one month imprisonment.
<u>Habitual drunkenness.</u> - Habitually using intoxicants to excess.	Removal (mandatory)
<u>Fraud as to Government transportation requests.</u> - Falsely making, or assisting in making, counterfeiting, forging, on whole or in part, any form of transportation request.	\$5,000 fine; 10 years imprisonment; or both
Knowingly altering or assisting in altering any such request.	
Knowingly passing, publishing, selling, or attempting to pass, publish, or sell any such false, forged, counterfeited, or altered form of request.	

GALENA



Gail Kosbau, secretary in the office of the Chief, Communications Operations Division, will be leaving on April 14 with her husband for a visit to her home in Des Moines. They will fly to Seattle via Northwest and will drive east in their new car which they bought recently and will pick up in Seattle. After a visit of several weeks in and around Des Moines, they will drive back over the highway, bringing with them a couple of Anchorageites who will be returning, from their vacations at that time. This will be Gail's first trip home in three and one half years.

Airways Operations Branch personnel had the pleasure of meeting Mr. E. B. Humphrey, District Teletype Supervisor at Edmonton for the Canadian Department of Transport. Mr. Humphrey was in Anchorage several days for discussions with CAA, Army and Weather Bureau officials concerning mutual problems. During his visit Mr. Humphrey was the honored guest at a dinner party at the Idle Hour. Those present in addition to the guest were Messrs. and Madame B. F. Meyer, G. G. Sink, S. G. Williams and H. T. Kosbau.

Mr. C. C. Gorsuch, who recently took over the reins of Chief in 80, returned on March 15 from Washington, D.C. where he attended the conference of chiefs of Communications Operations Divisions from all regions.

Kont Tillinghast is presently in Washington, D.C. where he will spend approximately two weeks in the office of the Air Traffic Control Division for familiarization with the future ATC plans. Upon his return trip he will stop over in Seattle for an approximate ten days and will make a familiarization trip to some of the ATC facilities in that Region. Tilly should be back in time to see a little snow before it all melts away. We know he will be greatly disappointed if he misses it.

Jack and May Jefford have returned from their flying trip back to the old country. Jack's Bonanza took them to Nebraska, where the Jeffords used to roam wild on the prairies, then on to the Leech plant at Wichita Kansas, and the Continental engine factory in Michigan for modification and repairs to the airplanes. They proceeded to California .. where they saw a lot of Al Horning's kitchen and thence to Seattle where they received their last treatment for Out-side fever.

We all braced ourselves for Jack's arrival and at least a week's run of Bonanza Days. Can't understand the sales talk...no one around here can afford a Bonanza.

Morgan Davies and Speck Reynolds made two emergency medical trips out of Nome; one to Moses Point and one to Unalakleet. On both occasions commercial or military transportation was not available at the time the emergency arose.

Another emergency trip (medical) was made by Charlie Weyer and Johnny Freland on Saturday, February 19, from Anchorage to Middleton Island and return.

FIRE FLUID BURNS!

Smelling burning paper in the Utility Building upon his return from lunch, Station Manager, Dick Irman, found a carton containing 4 one-gallon jugs of carbon-tet burning merrily in the Utility Garage. The noon-time, mid-February sun shining through the small windows in the garage door had passed through a gallon jug of red carbon-tet, sitting in front and focused on the carton.

This actually happened at the Tanana Insee on February 12, 1940. Damage about the size of an eight inch circle was inflicted on the cardboard carton containing the carbon-tet used in fire extinguishers. It was extinguished without difficulty.

CORDOVA

To begin with, only the communications section have been entered in Mukluk heretofore, so we will start this little article out by introducing other members of the Mile 13 staff. Mr. William J. Serber, Station Manager; Thomas Gilmore (known as "big chief" of mechanics), Herbert Hansen ("Fire Chief") Jim Graham (senior "chief" of mechanics), and Wm. Holmes ("chief of snow plows"). Holmes is a replacement for Thomas MNI Noville who is now residing in the big city of Summit. Under the Radio Maintenance end comes the honorable Lemoyne Phillips and George "negative" Johnson. Also we will mention a Weather Bureau staff here consisting of Norman Graham OIC, Karl Stettler, Albert Gorman, and Robert McGlou.

To Tom Noville (I raise 50 cents), we would like to say hello and to Bill Holmes welcome to our poker and chowder club. We broke the latter in one night by building up his confidence until 3 o'clock in the morning.

These past few weeks at Cordova have been a little rough on us all. You have all heard of the "Road Black in Berlin", and they have nothing on us. About the only difference is, we don't blame Big Joe for this. Some of the snow drifts were piled up about 5 or 6 feet in depth and packed so solid that in some spots, the Road Commission used dynamite to break it up. However, with the help of the CAA the road was finally opened again and just waiting for another one of these North Winds.

To pass the time away during this trouble, we have been having weekly parties here. Three Saturday nights in a row has resulted in a good time for all. This last party however found us a little short on the liquid end but the station manager had helped out some by trudging through 3 miles of drifts to town and back with ample supply of that pretty golden stuff to last out the evening.

Another man we almost forget to mention but who is highly important, is "old faithful" Ed Grebe on H&K Island. What he has gone through this winter, he alone can explain. However, never a grumble do we hear from Old Faithful.

Under Communications, we would like to introduce Lawrence Garcia... also a welcome member to our staff, (Pinocle and Poker). He is a little short guy with a "Rod" at his side just in case things aren't going just right. Also I might just as well mention Arthur High since all you Interior guys are of much harder blood than us tropical fellows. Arthur believes in the outdoor life and as a result, walks about ten miles each day in snow shoes. When we ask him why, he looks sad and says, "Just to keep in shape". Then again we ask him why, and he says, "Maybe someday I may get married too". Migs Hill, is our famous drummer. Everytime something happens at the station he begins drumming on the desk.

To close this article we would like to advise the CAC/Station Manager at Uniat of the recent arrivals of several two-logged decer in Cordova. With the coming of the fishing season, several more are due to arrive and since the last we heard he was chasing anything with legs (both two and four) we advise him to take leave and come to CND.

SO I AIN'T SMART

Nasty notes have been coming into the Mukluk office and they show signs of malicious intent. It so happened this Editor spelled Rendezvous with an "S" instead of a "Z" in the February issue. So help us, Daphne had it spelled that way and we took her written word for law. (Don't snarl that way, Daphne; we had to blame someone, didn't we?) And besides...back in the Indiana Reform School that we attended for 36 years, they spelled it RONDEEVOO. Next winter we hope it will be called the Anchorage For Karnaval. We can spell that!

HALLELUJAH FROM MOSES POINT

There is never a dull moment at dear old Moses Point and it seems that events whirl along at a dizzy pace. We all like it here so much that not one among us would leave this place on a bet - (unless someone at Gulkana wanted to trade).

Major event of the past month was the birth of a son which Mrs. Stocum proudly presented to Station Manager Preston Stocum. Baby Stocum came into the world weighing around seven pounds and we assume he broadcast his arrival in loud tones. He was born in the Nome Hospital but we at Moses Point were sweating him out all along and requesting hourly bulletins. Papa Stocum kept up a calm outward appearance during the waiting period but when word came that baby was just about due, Stocum Senior had to be restrained from taking off for Nome via dog team. However, a plane finally arrived and Preston boarded it in a state of outward nonchalance but inward turmoil. As this column goes to press Mrs. Stocum is still in Nome and she is probably in better shape than anyone here at the station. Rumor has it that the baby boy's name is to be John Henry but some here are holding out for Bruce Gregory.

Leaving Moses Point for the Outside last month, was Mrs. Helen Britton, wife of Mechanic Curley Britton. Curley is going to resign from the C&A shortly and build on his homestead in Fairbanks. In the interim-wife Helen will visit relatives in Oregon. The Britton family was also increased by one a few months ago when Curley and Helen adopted Rose Blatchford of Golovin, age four. Little Rosie made a big hit with all of us and we will miss the semi-weekly lessons we were all giving her, designed to teach her to count past five without the aid of fingers. Also now that Helen is gone the poker playing crowd up here has been reduced to the bare minimum of five so things are getting critical.

Ray Wardell, old Dead Eye Dick, the sharpshooter of Moses Point, is rapidly acquiring the reputation of being the greatest Raven-monace in the history of the Seward Peninsula. His latest exploit occurred when he picked off a raven on the wing at a distance of fifty yards with a .22 hi-standard pistol. (He aimed for the left eye but hit the right one due to a slight wind.) Now we know why Ray goes around with a gun in his shoulder holster all the time - the ravens are out to get him.

Proof that a good turn often backfires was made by Curley Britton and Wardell recently when they went to the nearby native village of Elin to show a movie. Their trip to Elin was undertaken in Coom Bob ("What's the forecast") Loise's gallant Stinson. When it came time to return to Elin and pick up the boys it seems the weather had closed in pretty badly, i.e. visibility one foot, ceiling four inches. Later on, Curley and Ray decided to make the return trip via dog team even though they were both lightly clad. That afternoon we saw the two dog teams coming across the snow and each one had a silent mummy in the passenger seat. Lo and behold, there was Curley and Ray in a preserved state. When interviewed by this reporter they had nothing to say but, "Brrrrrrrr". Wardell now pulls his gun on anyone who mentions Elin or movies.

Accom Rodorick C. McLennan, III, has produced a fine red, bushy beard that he spends much time coming, and brushing. The boys say it must come off. Mac says if any dirty work is attempted he will make his stand under the flag pole with both guns a smokin'. The beard is really not a hazard except sometimes it gets caught in the teletype.

Don't go away. We'll be back next month.
--THE PROPHET OF MOSES POINT
(Continued on next page)

PART II

As the "Prophet" was rather short-winded this month it's necessary for another scribe to make with the idle chatter. The following material is strictly the hallucinations of the undersigned and should not be misconstrued as the Administration's views on similar controversial subjects.

Our Prophet has taken his "Momo Do Plume" so seriously that he proceeded to throw his razor away and grow a beard. Reiteration on the "combing and brushing" which consumes so much of the time belonging to him that he reverted to a 40 hour week immediately after the mount of hair on his face surpassed the sparsely scattered patches O.T.P. the cranium.

This distinguished looking gentleman borrowed Rova Laise's camera and shot about six (or more) rolls of film - yea, you guessed it - two scenic pictures and the rest of the board from distances of two to 15 feet. There is an Eskimo legend up here about a monster that leaves big tracks in the snow and a furrow as if it were dragging something. After looking at the Prophet's face and feet it is beyond questioning that it was his feet that made the tracks and his beard dragging through the snow - that is used the plow furrow.

What went on up at Momo isn't the only labor that has been going on around here. We have all painted like mad and have all the houses except one looking practically new. What with Steadman's Battleship Gray (ex-Navy man) and Callaway's Rain-egg Blue, we have colors to fit all moods. It is rumored that Oscar and Ray don't like the Cal paint brushes so they are going to catch MacLennan when he is asleep; 20 out of 24 hours; and manufacture their own paint brushes. If you ever painted a ceiling in a 40 Type House living room with a six inch brush, it will not be hard for you to understand why even MacLennan's beard would be better.

We had a short visit when Sam Kelly of 59 dropped over from Galena to see how our plumbing etc was holding out against the ravages of the elements. Having had such a mild winter, there was nothing startling to reveal in the line of pipes. Sam was very fortunate in his travel arrangements; arriving here on Saturday and getting away on Tuesday. Usually anyone expecting to get out of here on a certain day makes it a week or so later. We promised him that next time he would not be so lucky and to be prepared for a longer stay.

There is a decided shortage of the fair sex at this station now and it seems that the Commissary in Anchorage is unable or forbidden by red tape to fill any orders for above mentioned item. The following was submitted by one of our young bucks on his "fresh" order:

"I each blonde, brunette and red-head". The commissary made the following notations on his requisitions: "These items temporarily out of stock; re-order next month also more details needed as to size and weight of item". Muff sod.

As we have been promised a mail plane tomorrow, I had better sign off or I won't get this in time for the deadline. As I sit here and look out my east window, I can see the beautiful sunrise. I always get up at 6 A.M. to do my writing as one can think at that time of day and as you can readily see what has rattled off my fingers, requires a good deal of thought. Cal! but that sunrise is beautiful! We should be paying Chamberd for the privilege of working up here.

--Assistant to THE PROPHET

The average man can make his wife do anything she wants to.

SHE - "Isn't it wonderful how a single policeman can ban the flow of the traffic?"

HE - "Yes, lady, but you should hear the bus driver."

A R T I C

HISTORY LESSON - PART I

It has come to my attention, through a form most dear to the Regional Office, that not enough public interest is being created in Air Route Traffic Control and the procedures through these articles in Mukluk Telegraph. According to reports; "You have been increasingly negligent in bringing to the Aeronautical Public the true story of Air Traffic Control". If I had known that that is what they want I would have done it long ago but I for one have always let sleeping dogs lie. However, if they wish it, I can only say "They bring it on themselves." Therefore this article and the two following will be devoted to a brief history of the institution known as "Control".

Many of you are well aware that Guglielmo Marconi invented that diabolical instrument called the "Radio" and by our British friends, the "Wireless". And in addition to that startling fact, quite a few of you are aware that a few years after that a great inventor named Don Ameche produced the instrument of great mental torture that we call the "Tele-phones"; But, my dear students, just how many of you are aware that the father of the present day system of Air Traffic Control was a little man named J. Algernon Ziltch? J. Algernon Ziltch, "Algy" as he was called by his friend (singular case) and by the way not in any way related to the Algy of "The Bulge" was Algy" fame, was born. This single statement will bring a wave of protest, for there are those who claim on good authority that Algy was hatched on a flat rock and others that think, like Topsy, he just "grewed". However records indicate that Algy was born, in wedlock, of a normal union. I use the term normal loosely, for in Algy's early childhood - but we are getting ahead of our story.

To return to the narrative, Algy was born in a little town in East Africa called, oddly enough, Ruvuma or Rovoma. This little town was called Ruvuma, or, Rovoma because it is located in the

eastern tip of Tanganyika Territory and because the town's founders had a liking for the name Ruvuma, or, Rovoma. Enough for Ruvuma, or, Rovoma. Algy's early childhood was spent in company with his sixteen brothers and four sisters in a little thatched hut on the fringe of the jungle. It is enough to remark here that Algy's father was a remarkable man. Fed up with the ham-drum easy life of the village, Algy fled into the jungle and for six happy carefree years he lived with a tribe of headhunters; thereby forming a good background for Government work. It was in these early days that Algy knew he was destined for bigger things - for he was a man who knew how to get ahead. Not only to get a head but to get a head, and then scrape it and shrink it. If the subject's head was not a record trophy, Algy would stake the victim out in the jungle and feed him to the lions, and after the lions got fat and would not partake in such a feast, to the wolves. Therefore it can easily be seen that Algy had a most remarkable background to stand any branch. A man most adept in getting a head and not adverse to throwing people to the lions and wolves. Such a trait is most sought after in many Government circles. Soon Algy was to become dissatisfied with life in the local head hacking sort and ran away with a traveling bootlegger, thus adding another star to his background and education.

Four years with the gentlemen of the bonded gentry and Algy felt that he should take the bull by the horns and seek his fortune in the United States, where he felt sure, there was a fitting place for a man of his training and personality. Gathering his few belongings in a battered Schenley case, he included three bottles of local snake bite cure and boarded a tramp steamer for Uncle Sugar.

--PROFESSOR SCHEME

(Don't forget to miss next month's thrilling installment.)

(Continued from page 4)

orientation school in Oklahoma City for their first taste of actual operating. On the job there appears to be countless things to do and remember. Probably a lot of them feel, secretly, that they are horribly stupid because they can't catch on to everything at once. Well, actually there are countless things to remember, probably more than most people could learn without occasionally brushing away the cobwebs of stored away data by consulting books. But with the help of the experienced men at the station and study of the various manuals he will suddenly find that he is not so stupid after all, that those growing pains were just a normal feeling that most any individual, who cares about his work, encounters when confronted with a decidedly different job, set of problems, and routine. To a new man, encouragement on the part of the experienced persn and is very necessary as it promotes co-operation and more than average interest in his new job.

We had some excitement around the diggin's here the other night. The fire burned down the septic house. John Sheldon, F.M., Hart, Fred Rose, Ed Cook, Larsen, Ralph Huffer, DuRusne and Strassberg turned out in the early 'nin to snuff it. It burned through several hours and a forecast. Nobody was hurt, thanks, and the damage was confined to that particular spot.

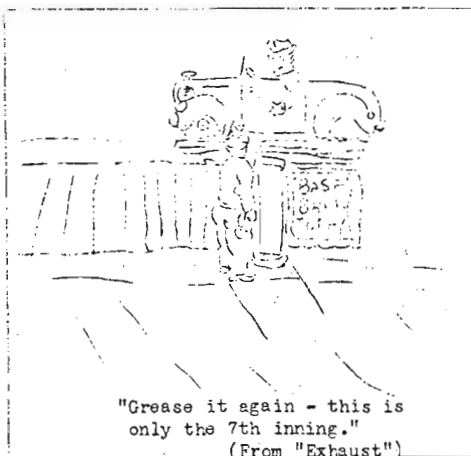
Roscoe and Jaynt, C.A. agents, have spent the past few days here at Galena. Some time ago, Rutzebeck, a commercial flyer, caused us to send an Ervar. So was found by Jack Jefford, Chief Pilot for C.A., and Pan American. Jefford dropped supplies to the downed airman. The place was about thirty miles from here up the Yuko River. Roscoe landed very close to the same location, and due to engine trouble couldn't get up into the ozone. Jaynt tried to get him but his skis were too small for the deep snow. They are both back now, however...that must be a good place to fly away from...

Some of us are much interested in starting a flying school here. We wrote to a Fairbanks flying school and the correspondence is promising. We need 8 enrollees before they will send planes and instructors. There would be a good chance to experience Alaskan flying conditions as the pilot sees them. Too bad there is not a link trainer around. It would seem that a portable one - one that could be taken to the field stations from time to time would be beneficial to communicators in their work.

Manuel Holt is back with us after a fine vacation in Alabama. His Mrs. presented him with a bouncing baby boy who weighed seven and one half pounds. Manuel had some hard luck with his two planes, but he'll soon have them repaired. Ed Cook also recently returned from a vacation..Saw him browing some "red-hot" chili beans for chow in the "batch" hatch". Frank Kimball, carpenter, is leaving us tomorrow. He really has become a fixture around here - hate to see him go.

Plant you now, dig you later, comes next Kukluk time.

(Denny, MATURE BOY, Yeats)



"Grease it again - this is only the 7th inning."
(From "Exhaust")

PERSONNEL ACTIONS

FEBRUARY 27 THROUGH FEBRUARY 26

NEW EMPLOYEES

PLANT & STRUCTURES BRANCH

Floyd Morgan, general mechanic, Yakutat
John Satra, general mechanic, Juneau
Wesley W. Waterman, gen. mec., Bethel

AIRMAN, AIRCRAFT & FLIGHT OPERATIONS

Inez C. Evans, clerk-typist, Anchorage.
Evelyn L. Hunter, clerk-steno, Anchorage.

ANF COMMUNICATIONS BRANCH

Joseph F. Collins, maintenance technician, Anchorage.
John E. Cresina, radio technician, Anchorage.
Helen M. Leahy, clerk-steno, Anchorage
orris L. Lee, maintenance technician, Woody Island.
Calvin L. Moore, maintenance technician, Nome.
Charles W. Young, maintenance technician, Fairbanks.

BUSINESS MANAGEMENT BRANCH

Lillian H. Appleby, clerk-typist, Anchorage.
M. Wiona Browning, clerk-typist, Anchorage.
Robert W. Bruger, Chief, Office Service Section, Anchorage.
Dorina Joann Burke, clerk (Mail) Anchorage.
Royal E. Peters, Acting Assistant, Chief Alaska Supply Section, at Seattle.
Pauline L. Sharrock, Fiscal Audit Clerk, Anchorage.
Eva I. Shaw, telephone operator, Seattle.
Louise Thomas, clerk-typist, Anchorage.
Essie K. Tiss, clerk-typist, Anchorage.
Inez R. Venable, purchase clerk, Seattle.
Lorraine J. Wade, clerk-typist, Seattle.

NEW EMPLOYEES

AIRWAYS OPERATIONS BRANCH

George D. Boone, aircraft communicator, Anchorage.
James V. Campitelli, aircraft communicator, Anchorage.
Curtis E. Davenport, aircraft communicator, Anchorage.
William L. Doughton, aircraft communicator, Anchorage.
Everett Everett, aircraft communicator, Anchorage.
Joseph E. Flynn, Jr., aircraft communicator, Anchorage.
Leo F. Golden, aircraft communicator, Anchorage.
Donald L. Groover, aircraft communicator, Anchorage.
Leonard J. Guszak, aircraft communicator, Anchorage.
Alan I. Haferbecker, aircraft communicator.
Zolma F. Heidegger, communications operator, Anchorage.
Felix E. Horton, aircraft communicator, Anchorage.
Kenneth M. Johnson, aircraft communicator, Anchorage.
Frank McIlhardy, aircraft communicator, Yakutat.
Eugene J. Machamer, aircraft communicator, Anchorage.
Walter R. Muchow, Jr., aircraft communicator, Anchorage.
Clair C. Nelson, aircraft communicator, Anchorage.
John Oltion, aircraft communicator, Anchorage.
Robert H. Rust, aircraft communicator, Anchorage.
Grod E. Speicher, aircraft communicator, Anchorage.
John E. Tingle, Jr., aircraft communicator, Anchorage. (See next page)

SEPARATIONS

Retirement - John W. Livingston - Communications Maintenance Division - (Chief)

TRANSFERS--

John S. Anderson, aircraft communicator, to Ninth Region.
Lloyd A. Lovason, aircraft communicator, to Third Region.
Andrew T. Prinster, airport traffic controller, to Ninth Region.

SEPARATIONS

BUSINESS MANAGEMENT BRANCH

Flossie A. Allen, clerk-typist, Anchorage.
Glorie M. Anderson, fiscal audit clerk, Anchorage.
Gertrude S. Kelly, clerk stenographer, Anchorage.
Edna M. Lewis, personnel clerk, Anchorage.

APP PLANT & STRUCTURES BRANCH

Michael Guze, general mechanic, Anchorage.
Clarence E. Johnson, general mechanic, Summit.
Clarence J. Joyce, general mechanic, Summit.
Walter W. McMillan, general mechanic, Summit.
William J. Newton, general mechanic, Big Delta.
Damon F. Thomas, general mechanic, Annette Island.
George C. Veumard, general mechanic, Iadmo.

AIR COMMUNICATIONS BRANCH

Margie A. Brennan, clerk-stenographer, Anchorage.
Arthur J. Gould, maintenance technician in charge, North Dutch Island.
Paul A. Rubin, aircraft mechanic, Anchorage.
Robert S. Wolfry, assistant air route traffic controller, Anchorage.
Virginia Lee Brown, clerk-stenographer, Anchorage.
Melba Mae Davison, clerk stenographer, Anchorage.

MUKLUK SWAP SHOP

FOR SALE; JOHNSON OUTBOARD. Save \$20.00 on new 2-1/2 HP motor used only 3 hours. Ideal for rubber rafts, skiffs etc. Price \$110.00

Call E. W. Sciler, CAA 67 or contact him in 8-51.

FOR SALE; Win Model 70 220 swift with Lyman Alaskan scope and 6 power Edwards and complete with 5 boxes ammo; all for \$220. Will sell without scope, if so desired.

Custom built 30-06 on Enfield Action \$125.00. 06 improved additional \$20.00. WANTED; 35 Newton ammunition loaded or fired cases, any weight.

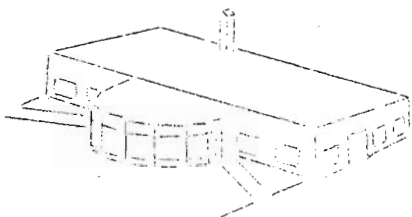
E. N. Sorato, Box 326, Anchorage.

FOR SALE; Pair of beautiful African-Zebra Finch birds. They have a song all their own, and are very active and very good company. The cage and stand are included in the sale. This particular cage could not be purchased for less than forty dollars. If you act now before the rush starts, you will be allowed to buy the entire assortment for \$25.00. By that we mean, the Birds, the Cage, and the Stand. (No discount for cash).

Bill Cox Phone OLL 112

The depression - a period when people do without things that their own parents did not have.

Marian F. Edelman, communications operator, Anchorage.
Harry C. Hurt, aircraft communicator, Galena.
Paul F. Woland, aircraft communicator, Fairbanks.
Richard E. Reed, aircraft communicator, Yakutat.
William J. Stewart, aircraft communicator, Summit.
Wilbur H. Stapp, assistant airport traffic controller, Anchorage.
Joseph A. Collins, aircraft communicator, Anchorage.



Fearful that some of you may have missed, last month, the significance of this sketch, of our Shop, with the new Look of 1954, we are repeating it in this issue of the Mikluk. It really does need a more attractive decoration at the top of our columns than would a sketch of the Cowin Huts of today, now doesn't it? In fact, we are QUITE proud of this child of our lively imagination. 'Tis said that if one thinks on these things long and intently enough, they may come true. So, that's what we're doing! As for the realization of that New Shop dream - we actually have, in the meantime, acquired a nice desk for the boss and an intercom system.

A bell tinkle, a light flashes, we flip a switch - and you're on! Paraphrasing, quote: Sound your buzzer
Ring your bell
Toot your horn
And go like hell!

That's the way it is at the Hint and Shop now - the Teletalk works both ways, and is it ever fast! It's manipulation is bound to develop wrist agility and coordination of neuro-muscular control. Sometimes it is very confusing to know when to push the switch down, or let it up, or leave it in neutral, at our messages get through whole or in part and that is what counts. Never is there any doubt about the call for coffee around 9:40 A.M. At the rate of progress in our section, perhaps the next time we report that our humble teletalk has developed into television.

With all the thousands of names among the American collection of names - both Christian and Sur - why must there be such a confusing duplication among our

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CHIEF, MAINTENANCE SHOP

limited personnel? We have three boys - Herbert, Marjarity and Perkins. Ray Taylor lately came into the fold as the new electrician for men (vice Jim Baker) giving us the Rays - though Braley is better known among us as "Suede". We have a pair of Pollards, Ira and Fred, and two Iras - though we know Ira Pollard better as "Art", which name came to him in a very unfortunate manner. It seems that when Ira P. went to work for the Air Transportation Section a few years ago, Ed Jacobs refused to call him by his given name - said there couldn't possibly be another Ira in the CIA organization except the famous Ira of the carpenter shop, so he'd just call him Art. "Art" he has been since. Confusion arises around the similarity of sounds in the names of Fred Ballard (traveling mechanic who is with us once in awhile), Ed Ballard and Fred Pollard. Finally, there is a discrepancy in the orthography of the name of the two brothers; Ira says his is "Jefford"; Glenn spoils his "Jeffords".

And speaking of names and personalities, you may be interested to know that MARVELL W. CLARK of the Beach Room was born in the famous old Hama 11 House at Nashville, Tennessee (of present day coffee fame). His paternal ancestors came from Holland in 1628 and settled on land now occupied by Wall Street and contiguous business center in New York City. The farmhouse stood where the Trinity
(Continued on page 20)

TURNER WILEY LEAVES

Turner Wiley, Chief, Radio Section (ANF Communications) will soon be in Washington doing the same type of work as he had done for CAA in Anchorage since August, 1941.

The transfer will be effective soon after March 25, when Mr. Wiley, his wife and daughter will take leave in the States and then go to Washington.

Mr. Wiley's many friends in the Region will miss him but wish him the best of luck in his new assignment.

CARL JOHNSON GIVES TALK

Mr. Carl Johnson, CAA Maintenance Engineer, addressed the Radio Engineers Club at their monthly meeting recently in the Loussac Sogn building.

The subject of the talk was "Standards". He brought out many interesting aspects of its history and proceeded to show how a standard is first evolved, its development, and finally its acceptance.

The Radio Engineers Club is a group of members of the Institute of Radio Engineers who have formed the interim society with a view to organizing a section of the Institute.

Mr. Johnson is a well known CAA employee, who joined the organization in its beginning in Alaska. He is presently employed as RTIC at the Anchorage CT site.

CALLING TED KANGASS.....ZZZ

This is an SOS to Ted Kangass, the man with the artistic pen. Kukluk has printed many of his full-page cartoons and now we don't have any more.

If Mr. Kangass or any more of you artists are reading this, would you please give this publication some of your spare time and ship out a few of those masterpieces for us? Bidwatch Mabel is still enjoyed by the readers but we have used all that were in the files. Please??

RECEIVE AWARDS

Meritorious awards are being given two CAA men in the Eighth Region. The information was contained in a bulletin from Washington which stated that Layton A. Bennett and Maurice Bonningfield are the award winners.

The citation for Mr. Bennett reads: "For courage and service beyond the normal call of duty in piloting his personal plane at late hours over hazardous terrain in search of a crashed aircraft on Mt. Sanford, Alaska, March 12, 1948".

Mr. Bonningfield received the award, "For outstanding resourcefulness demonstrated in locating the wreckage of a commercial aircraft crashed on Mt. Sanford, Alaska, March 12, 1948".

An account of the men's work was carried in a previous issue of Kukluk. At the time of the aircraft accident, both men were stationed at Gulkana. However, Mr. Bonningfield has transferred to Haines since then.

ALC - Always Be Careful. The life you save may be your own.

FUND GROWS-

(Continued from page 1)

personnel of the Region for their recent kindness. The fund which was created through their generosity effected a very substantial diminution of the hardships attendant to such an ordeal, and you are assured that the recipients are deeply grateful.

Since it would be impractical for us to extend the courtesy of writing to each individual station, will you kindly have this letter published in the next issue of Kukluk?"

/s/ C. W. Habbott
Station Manager
Naknek, Alaska

Editor's note:

Anyone wishing to send any additional money for the Fire Fund may still do so.

ANCHORAGE ASTERISKS

This will be known as the winter of the big snow. Anchorage being a modern, progressive town, snow plows have been very active, and householders have been amazed to find their view of the street obscured by towering banks of snow, and automobiles parked along the curb just about buried. Thereby hangs a tale; it seems a young man of some repute visited a lady, (her husband was out of town.) and stayed quite late. Upon departing (about 5 AM) he found his car completely snowed in by reason of the above-mentioned snow plows. Fortunately a shovel was available and he frantically shovelled a ton or so of snow away so he could drive out the jallopy. At this point the lady logically pointed out that a gap in the snow bank in which a car had obviously been parked would not enhance her reputation, so our gay (?) Lotherio frantically shovelled the same ton or more of snow back in place. Let that be a lesson!

Target of the month - Chief of Police Charles Stowell (brother of our Cam'or, Mate Stowell in Budget) let loose a blast in a local paper that they (the police) would enforce Ordinance 262 which provides for impounding all dogs "not on a leash, wearing a muzzle, or properly licensed." All three, you see! So our question is: What do you buy when you buy a license for 3 or 5 bucks? The right to keep a dog tied up or, at best, lead it around on a leash complete with muzzle? The Boston Tea Party was pitched for less than this.

As we said last month, sometimes we go far afield. An item this month is the continuing argument of butter vs. margarine. Demonstrated is that margarine is as nutritious as butter. So why unduly tax margarine? If the sale of same decreases the market for milk, they can make plastic auto parts therefrom.

A southern senator in Washington demanded to know: "When can the south rest in peace?" Our answer would be: "Any time it learns it's dead."

During the month the "Far Rendezvous" came and went. Our Editor rather jumped the gun in reporting the results of the Queen contest, since last month's paper was supposed to concern January; (better look again - Ed.) this one concerns February, we hope. Anyhow, our candidate, Lelia (Queenie) Marlow, won by a popular vote, (most tickets sold) and only the myopic sight of the snail-judges of the so-called "charm contest" lost her the rightful decision.

Apropos the Rendezvous, and W. P. Flott told certain Cam'ors, "You look like refugees from something, but if I see you with beards on February 29, you better look for a new job."

Trying to finish this up: The City hopes to have the new dial system in by August. (Our guess is November) If, and when, you cyclists will have to know the number when you visit Anchorage. Just remember, boys, certain numbers don't change, and call us up anytime.

To our friend Shute, in Gulkana: We do invite you to observe the puddles in Anchorage; this year they will out-depth anything you ever saw in Fairbanks. Come on down, Shute, and we will pay the freight.

POEM: *20. 50((1, 112kjr7588u...?*) (as*
(The poem was very good - but censored.)

Pete: "Look how reluctant young men are now to marry and settle down."
Reggie: "That's so. They seem to fear marriage. Why, before I was married I didn't know the meaning of fear."

CRUMBS FROM THE COMMISSARY

Operations are in full swing for the coming orders of Annuals which have been coming in very nicely and mostly on time. We hope to please everyone with the orders this year and hope that no unforeseen shipping problems come us as have in the past.

This year the station orders will be checked against the actual issues on the stock cards in the Commissary to assist in licking our two big problems (it could be only one), that of having too many supplies shipped on slow items or that of not having enough of the faster moving items shipped. So don't be surprised if some adjustments are made on your orders for this year. Excess stocks at stations result in money being tied up in inventories which could be used to purchase more of the items that really sell.

REPORT FROM THE BUTCHER SHOP To Station Personnel; SIRLOIN as we please you and you have nothing to BEEF or STEW about we will CHUCK right along. We don't try to give you a lot of BOLOGNA, we know you are in a TENDERLOIN place and our service is of importance to you. If our service becomes CHILL let us know and we will try to pick up the SPARE RIBS and give A-1 service the best we can.

"ODE TO ONE OF NATURE'S GIFTS" - THE CLOUD.
I wish I was a fleecy cloud swandering up on high; so I could see this majestic country that fills these arctic skies..

It's time to quit now and get back to work on those annual orders.

--YOUR COMMISSARY CRUMB

Elmer: "I hear you and your wife had some words".

Wilbur: "No, I still have mine. Didn't get a chance to use them."

P & S CONSTRUCTION

With spring upon us, business as usual is on the increase in our Division. Installation of the Anchorage VHF Range has commenced with Airways Engineer, Ralph Klokkevold in charge. Awards have been made for the construction of apartments at Yakutat, Annette and Cordova. The apartment project at Woody Island is to be done by Government forces - which accounts for all those 215's pouring out of George Allen's office. The secretary, Grace Craig can qualify as an expert on these procurement requisitions as hardly a day goes by that she doesn't whipout, a 25 pager.

Busily engaged in searching for surplus materials to be used in this construction program is Ned Nelson and Harold Torbert. Nelson is covering Yakutat and Annette while Torbert is enroute to Gulkana, Tanacross and Northway via CAA truck.

Engineers on inspection trips this month were J. L. Connors to Woody Island and K. K. Kellner to Yakutat and Gustavus, and George K. to Portage. K.K. Kellner also stopped at Bethel to check on the well drilling operations being conducted by Curt Evers.

Jerry Howard is supervising the insulation of the roof at the warehouse to prevent the condensation of moisture. He guarantees that there will be no more drips...water, that is.

R. E. Krueger finished his Makruk assignment and is now at Gustavus and is assisting B. H. Reiten in the erection of a quarters building. John Boynechek is back in the regional office completing reports after a long assignment at Yakataga. Dick McGowan had been serving on the jury and reports that it is a very interesting and educational experience to say the least. John Goetz finished installing the pneumatic tube

GULKANA

After three years of struggling with Baker Four, Section Three, PAREN now called the INTNL ABRVRTNS PAREN, and having reached the state of mental equilibrium wherein I was certain that TELNO meant "beacon not burning" without having to first look it up, they suddenly toss the whole situation out the window, thereby lowering my comprehension down to par with that of an amoeba. Comes now the ICAO Notam Code, But soft! Let him who would besoon his fate first consider. Harken back to a certain manifesto issued from Whittaker's Chamber, delineating the dilemma of the helpful communicator, who, upon finding a contraction for "Beacon burning but not revolving", and not finding one for "Beacon revolving but not burning", which was his particular trouble, set down and thought up a new contraction to cover the situation and forget to issue any notam whatsoever. With the new ICAO Code such a situation is impossible.

Being what it is, the system allows for on the job construction of NOTAMS to cover any situation. I might even say conceivable situation. For example - should the musically ubiquitous James Caesar Petrillo become embroiled in one of his numerous disputes, say with Decca Records for instance, he could succinctly explain the situation by inserting the following NOTAM in "Downbeat Magazine", the Musicians' AIRGI. "NOTAM PETRILLO QEDUK, which translated into English means "Decca Choin closed until further notice due to special conditions."

Or suppose that Mr. and Mrs. John Accom, a man and wife team, are visiting with friends in the living room of their government quarters, standard, type 41, and the Jr. operator aged 6 months, has an accident. Mrs. John Accom grabs the infant and roars into the bathroom, closing the door. Silence descends. Finally, Mr. John Accom

inquires "How ya doin'?", and from behind the door leading to the inner sanctum, comes the reply, "QUQEK QOYOP", which is pure, LICO for "Apron completely withdrawn. Rescue vehicle conducting operations at scene of distress incident."

Or again suppose John Accom comes home after a late session of poker, bringing the Station Manager along in case the battleaxe is acting up, and as soon as he sets foot in the door her jaw starts flapping and he can't get a word in edgewise. He nonchalantly lights a Murd and, turning to the Station Manager, says "The old QOZOU." The Station Manager, being hep to the latest in ICAO knows that John wasn't merely making like "Mumbles" but very concisely stated; "The old "Warship" is operating without interruption for voice transmissions until further notice."

Finally, picture John Accom at the Buroank Theater in Los Angeles, studying the art of garmental divestment as portrayed by Gypsy Rose Lee, when the lights suddenly go POWNO. A few seconds later, there is flashed on the screen a brief announcement; "QISEN". Whipping out his ICAO Notam Code Book with the aid of his cigarotte lighter, John discovers that the terse announcement means; "Strip lights not operative until further notice."

"Flyboy" Bennett, for the last three years low man on the poker totem pole, has decided to put a stop to the raids upon his pocket book by the postboard commandos every Saturday night. On a recent trip to Anchorage he purchased a small but powerful vilumo titled "How To Win At Poker", and has already decided to quit drawing to two card flushes.

Accom Chuck Habbersett recently purchased a very fine business aircraft radio and at present is haggling with
(Continued on next page)

Bennett over the ultimate price of one each, Continental aircraft engine. If and when this deal is consummated, all he will need then is an airplane. But who am I to wonder? We bought records for two years before we could find a record player.

Mr. and Mrs. Layton A. Bennett were hosts at a fifth wedding anniversary party (their own) on the 16th of February. Undue importance unto the occasion was manifested inasmuch as this is the first time the Bennetts have been able to entertain in the evening with both Mr. and Mrs. Present, since working for CAA. Forty hour week y'know. Lou was so carried away by the event, that notorious teetotaler she is, she served a pie reeking with RUM. But such notorious non-teetotalers were the guests that no untoward effects were observed - other than little Eric Bennett pulling Richard Bruce's hair. Whether or not this action was inspired by old demon Rum or youthful joie de vivre is, however, debatable.

R & S. CONSTRUCTION -

(Continued from page 18)
system at the Anchorage Station this month....which no doubt made those individuals who had to run up and down stairs very happy indeed.

We will miss Airways Engineer Barney Locke who resigned this month. Barney is making a trip to the States but will be back in Anchorage in a few weeks.

With a sudden spurt of energy (brought on by the almost forgotten sunshine no doubt) the office Engineers shoved desks and files about, completely rearranging their offices...including a window polish and we must say that the results are most pleasing to the eye.

Alberta Bigelow has been on the sick list for the past two weeks, but we hear she is feeling much better and will be back to work soon. Until the deadline sneaks up on me again..Hasta luego!

--VIDA LOMZEN

(Continued from page 15)

Church now is. This huge estate (which was originally a land grant from Prince William of Orange) is still unsettled and Max numbers among the one or two or six thousand possible heirs.

ED BALLARD sprang from Scotch and Pennsylvania Dutch stock. He proudly claims a horse thief; and a wealthy one - among his forebears.

BILL BUTLER credits the Mayflower with having brought his maternal progenitors to America. As these good folk were stepping off the ship on Plymouth Rock, Bill's paternal great-great-great grandkin may have been scalping each other on the plains of the Midwest, 'cause they were Sioux (Dakota) Indians.

JACK HADFIELD, much to our disappointment, isn't one of the feudin' Hatfields of the Hatfields and McCoy's in Kentucky. All we can find in his ancestral past are some inelicitant Britishers with a sprinkling of nobility.

OUR CHIEF (Hoop Much and How!), FRED POLLARD, is a descendant of Pocahontas, boasting about a thirty-second part of Powatan Indian blood. We wonder how often he, like his dark-eyed ancestor, may have saved our heads from the axe!

Now isn't that an imposing Who's Who for our humble section of the C.A.A.? Contemplation on our distinguished Past helps to buoy us through the Present's springtime mush and muck and moil.
Roger! Over!

CAA - Caution Avoids Accidents.

Worry is like a rocking chair. It gives you something to do, but won't get you anyplace.

On the first cold day this sign was seen in the machine shop:

"Girls, if your sweater is too large for you, watch out the the machines. If you are too large for your sweater, look out for the machinists."

SPEER TRANSFERS TO GREECE

Vincent W. Spear, Airways Operations Specialist, has accepted an assignment in the International Field Offices, and will be located in Athens, Greece.

Mr. and Mrs. Spear left Anchorage on March 8 for a visit with his mother in Murray, Utah following which they are to spend a few weeks in Washington. The time in Washington will be spent in preparation for the new work.

The couple sold their home here, and also said goodbye to the family pet - a little cocker spaniel, who will live with the CAA in Shungnak, at the home of Mr. and Mrs. Collins, until the return of the Speers from foreign lands.

Mukluk has been promised a newsy letter from Mr. Spear as soon as he can get squared away and settled down enough to write. Since it will be impossible for him to write all his friends, this should be the best way out, and we will expect that letter in the near future.

Connie Clayton and Marilyn Wissler are starting on the first lap of their vacation together, going via Northwest Airlines to Seattle. Connie will then fly to her home in Rhode Island, leaving Seattle April 1. She will visit friends and relatives in New York, Columbus, Ohio and Massachusetts, after which she will return to Anchorage via air. She plans to be gone 6 or 7 weeks.

Marilyn will leave Seattle April 2 and fly to Los Angeles where she will meet her mother and visit with a brother there. Mrs. Wissler and Marilyn will then start for Des Moines, Iowa, stopping enroute in Kansas to see another brother who lives there. She will be gone until around the first of June and will return via the Alcan Highway with Gail and Howie Kosbau.

Connie is secretary to H. P. Noggle, Regional Attorney, and Marilyn is secretary to H. L. Newman, Executive Officer.

MR. RENN TO HONOLULU

The Eighth Region is losing one of its veteran employees, in the person of Seabrooks Renn, Chief, Standards and Compliance Staff of Maintenance Division. Mr. Renn is to be on his new job, doing the same type of work as he has done here, by April 1. He will be located at the Ninth Regional Headquarters.

Mr. Renn has approximately 20 years service with the organization and got his start in the old days when the forerunner of CAA was the Lighthouse Service under the Department of Commerce. He has been in both Construction and Maintenance Divisions and was Resident Engineer on many of the earlier projects.

Mr. Renn and his wife will fly from the Port of Embarkation at San Francisco via Pan American Airways to their new home. Upon reaching Honolulu they will not be without friends, because three men now stationed there are formerly of this Region; they are Richard Dube, Chief, Plant and Structures Maintenance Division - formerly of Engineering in Anchorage, and George McLean, Chief, Plant and Structures Branch, Region 9 - formerly Chief of the old Airways Engineering Branch here. He is also personally acquainted with the Regional Administrator, having known him both in the States and in Alaska.

He will miss his friends. Mr. Renn said that he has enjoyed working with everyone and has benefitted by the many contacts he has made. He swears he will send Mukluk a very descriptive letter if we give him time to get organized. We should like to have a picture of him doing a native dance wearing a grass-skirt.

Mrs. Gary Bach is the daughter of Mr. and Mrs. Renn and a former employee of CAA. Her husband works at present in Property Management Division.

SID BROWN ADDRESSES 230 ARMY PILOTS

At the request of the Base Operations Officer at Elmendorf Field, Sid Brown addressed pilots representing various flight units attached to Elmendorf Field.

A total of 230 men listened to Mr. Brown, Chief Air Traffic Control Center, as he explained the various phases of traffic control. Procedures of all types were discussed, and after the completion of the lecture questions were answered.

It is believed much good was derived from this meeting which lasted three hours. The congestion of heavy traffic in the Territory and especially around Anchorage makes it absolutely necessary that Civilian and Army work in close coordination and are familiar with all terms, regulations, holding points and the scores of other procedures now used, in Air Traffic Control. We are sure that Mr. Brown's pleasing personality and thorough knowledge did much to bring ~~continued understanding~~ between the CA and military pilots.

WASHINGTON OFFICIALS-

(Continued from page 1)

The weather man was on the side of the Washington visitors. We have been telling of the hardships of life in the Territory, and nearly every day the men were here it was possible to shed overcoats, galoshes, and fur caps. It is thought there was some disbelief on the part of the visitors when the sourdoughs began their tales of rugged weather, five feet of snow, and 40 below..... One practical joker was heard to say: "Wouldn't it be funny if it would drop to 50 below and blow up a 90 MPH gale?" That would have been a pretty rough initiation and no doubt would have made a "track" team of the instead of a survey team - because the only thing you can do to keep warm in weather like that is RUN from one place to another.

MARY SOMMERS TO ORIENT

Mary J. Somner, secretary to Mr. Putnam, Chief of the Airman, Aircraft and Flight Operations Branch, has received assignment to the CA's International Field Office at Bangkok, Siam. She left Anchorage the week of March 28, for two weeks indoctrination in Washington, D.C., reporting there April 4.

Mary expects to take annual leave at her home in Indianapolis, Indiana, enroute to Los Angeles for another week at the Sixth Regional Office before departing from the west coast by air for Bangkok.

It was three years ago this June that Mary transferred to the Eighth Region from the CA's Technical Development Center at Indianapolis, where she was secretary for seven years.

Bangkok is not only considered the Gem of the Orient, but it is within a few hours flying time from such famous places as HongKong, Calcutta, etc. In the past few days we have seen many girls in the Regional Office staring out the window with a vacant look in their eyes...and humming strains of "Far Away Places", "Slow Boat to China", and one we even heard singing loudly, "Why, OH WHY DID I GET MARRIED?"...Yes, it will be one grand experience and Mary's friends are anxiously awaiting that first letter to be printed in Mukluk telling about the first elephant ride.

I'LL TRADE YOU FRIENDSHIP

The happiest business in the world
Is that of making friends,
and no "investment" in the "street"
Pays larger dividends.

For life is more than stocks and bonds,
And love, than rate per cent,
And he who gives in friendship's name
Shall reap as he has sown.

Life is the great investment,
and no man lives in vain
Who guards a hundred friendships
As a miser guards his gain.

WAREHOUSE WAITS

Well kids, it's getting around to that time again. The dead-line for news for the Mukluk Telegraph comes around all too soon.

It keeps me hopping around just to try to keep up with the news, let alone get it written.

First off we'll get caught up on the doings of the personnel down this way since we missed last month's edition.

Flossie Allen, clerk-typist from 207 transferred to the Post and Ruth Young has taken her place.

Lou Lawhorn has changed jobs from file clerk to typist. Our new file clerk is Lillian Appleby, who is also a nurse and recently completed a trip to the Far North with the Department of Health.

She reported to us many interesting things concerning the life and habits of the natives in the Arctic.

We've all been pretty good kids down here these past few weeks so we don't have any exciting news to tell you or any scandal to write.

We have been too busy catching up on all these blasted back orders we are always talking about. By golly, we will get these caught up yet.

We've been having a general spring-house-cleaning around here lately. I mean we're doing a good job, too. The place won't look the same when we get everything finished.

New arrangements are being made in the stock room to have the stock lined up on the shelves in their exact places so the boys who are filling requisitions can find said article without involving a lot of grief.

The office gals are preparing new stock cards and getting their part of the house cleaning finished.

This is really a job for all of us and it will be some time before things are all finished, but at least we are getting started on it.

We are having our usual spring floods down this way, but since it's an annual occurrence, we have become used to it.

However, we still take delight in watching the expressions on the faces of the newcomers as the water level out in front of the warehouse rises daily.

We'll be issuing periscopes any day now.

The old saying "Monkey see, monkey do" really applies down here.

Recently one of the boys ordered a pair of tweed slacks from the States. Upon their arrival of course he wore them to work - natch!

The fellows were quite impressed and last reports had it that three of them had ordered identical slacks.

The freight is still coming into the warehouse in heavy doses...so you folks in the Field have patience and you'll eventually get your stuff.

We'll be glad when you get it, too.

Bill Cox, (stationary supplies) recently returned from the States, having spent several weeks in Florida. Bill reported having a wonderful time in spite of the fact that he underwent an operation while Outside.

Burt Marsch left the first part of March for a trip to the States with his dad. They plan on picking up a new car in Seattle and then just taking off.

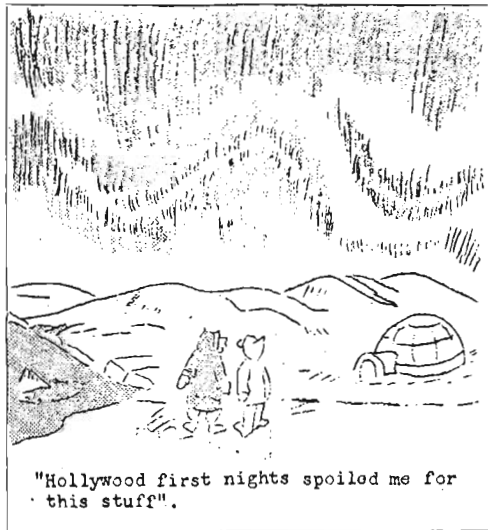
--DORIS PHILLIPS

PROMOTION FOR CARROLL

We are sure Mr. Arlon V. Carroll's many friends throughout the CCA in Alaska will be interested to learn of his promotion to the position of Chief, Mobile Aeronautical Communications Section (B-2) in the communications Operations Division.

Mr. Carroll has been with the CCA since 1927. He first visited Alaska on a special mission from his headquarters in Washington, D.C., in the winter of 1942-1943. He liked Alaska so well that he requested transfer to the Eighth Region which was effected in July, 1943, so he can now be considered a sourdough with almost six years of Alaskan residence.

Mr. Carroll is vacating the position of Chief of the Operations Division analytical Staff (formerly CEMO) with its offices at Merrill Field.



"Hollywood first nights spoiled me for this stuff".

ALBERT MACHIN MOVES TO REGIONAL OFFICE

Mr. Albert ("Whitey") Machin, Station Manager/Chief Aircraft Communicator at Haines, has been selected as an Airways Operations Specialist for the Communications Operations Division. His transfer to the Regional Offices at Anchorage will be effective April 3.

Scuttlebutt has it that Whitey started his communications career officially as a grapevine telegrapher when barely out of the cradle. Officially, however, it started back in 1937 when he began his labors as a static catcher and brass pounder for the Signal Corps at radio station WVT, Chicago. In 1940 he made his initial debut with the CCA as an assistant communications operator at Lone Rock, Wisconsin. Shortly afterward he transferred to Augusta, Georgia in the Second Region where he held forth as an aircraft communicator until April 1942 at which time a transfer was effected to Greensboro, N.C. After a year of Carolina duty, Whitey decided to take on a little more activity and was successful in negotiating a transfer to the OFACS at New Orleans where he made with the dots, dashes and slip tape until August, 1944.

At this point in history a desperate plea was made by the great white fathers for volunteers to man the various OFACS in South America. Whitey immediately volunteered and was assigned to the OFACS at Caravelas, Brazil. His year of South American service also included a tour of duty at Montevideo, Uruguay after which he wandered back "home" to New Orleans in the spring of 1945.

By this time the wander lust had definitely taken its grip on Whitey and having tested the romance of foreign service, he was soon overcome by the urge of the north country. To satisfy this longing for adventure, he inveigled a transfer to the Eighth Region in the

(Continued on page 27)

FAIRBANKS: TOWN AND COUNTRY-

This column will henceforth be written by a resident of some three years standing of this king-sized deep freeze unit; called Fairbanks by the sourdough, and other names by the newcomer.

To those ex-Fairbanksians in the distant stations, the writer will attempt to elucidate news and happenings of general interest. Fairbanks readers are requested to "grin and bear it" if the item involves yourself. Any resemblance to persons living and/or dead is purely intentional.

Distant readers familiar with the Fairbanks Winter Carnival are informed that 'twas a huge success last month, and lacked the high-pressure salesmanship of former years. A new Plymouth coupé was won by none other than Stan Sacks, C.A.N.'or of Nonana. The Queens were attractive as ever, with but a paltry six in the running. The judges' choice was "unanimous" according to the daily paper, but hotly disputed by others that had their favorite in mind when the bid decision was made. The writer OH'ed and AH'ed at every step taken by the models during the fashion show.

Lois Butler, a warbler of one-picture-Hollywood fame was the drawing card this year and entranced the crowd with her singing and pleasant personality.

The Dog Races attracted some one score and four teams from distant northern unheard of villages and was well worth watching. Competition was keen, and some mushers went home pockets a-jingling; others with empty stomachs. Finis to a successful carnival.

A recent communicator departed turned his prestige over to one of our well known maintenance men. The telephone jingles at all hours with requests for "Beel".

We don't know what Les Robinson, Field Engineer for the new Fairbanks Airport, does out there on the south 40. He recently reported to work sporting shoe-pacs, trimmed with white bunny fur. Lukluk we've seen, but....

ANNOUNCEMENT: Accom Micky Horsfall trapped Accom Dick Anderson (of the Fairbanks floral Andersons) into a marriage proposal. The thud of broken hearts could be heard all over the place last week, and those without heart trouble were blinded by the glare of that "rock" she now wears. Date as yet unset, but it will be the first Fairbanks communications marriage in years. Progress reports follow.

M.M. OF THE MONTH: Each month, a few paragraphs dedicated to the most popular. This month's choice, Mr. Glenn (Dawg) Davis!

Glenn has been a C.A.N. Accom for some 9 years, about 5 spent in the Territory. Well known among the RC bunch and others at distant stations, he is perhaps the most well-informed self-educated communications man among us. His humor, or wrath, depends upon how much sleep he got the night before. The Okie City trainee had better adhere to regulations and stop lively if Davis arrives with ketchup eyes. His humor prevails thru-out the day, usually Sundays, when the prankish good natured fiend tells tall tales, or draws caricatures of station personnel. This month finds the tooth-rt (five feet - mostly feet) and balding Mr. Davis as Assistant to the Assistant Accom. Schlitz admirer Davis takes delight in accumulating 900 hours annual leave, then applying for 4 hours of it "just to keep the total down". His diet consists of fresh-frozen communicators, in need of further training. He was here when I arrived and will be when I take off; which I shall do now.

--FEARLESS FOSDICK

DAPHNE DARLING

DAFFY DEAR: I mean Dear Darling Daffy - Oh, well, you know me good! Now I got a right smart gold diggers, back in the hills, and 'tis tolerable cold there so we just patiently sow on the long handies, and settle down to wait the winter out. Of course, I really hafter perfect my interest and confer with these city fellers in Anchorage. Usually 'tis about this time o' year.. so I mush the dogs 14 miles to the RR and ride a Gallopin' Goose into town.. Now Daffy, my trouble is this; I gotta confer with these business fellers in Anchorage, and, I swear I believe they are all practising for the next life, 'cause every dang office registers temperatures up in the 80's. I'm in one of them about ten minutes and that big spot where I slipped in the dog pen last fall begins to steam. Also, I'm now sweating out that anti-freeze at the rate of a 5th per ten minutes. An hour in one of these offices and it costs me \$25 to restock. Besides, I think those slickers take advantage of my discomfort to drive a hard bargain. How about putting our heads together and working out a solution?

Sourdough.

DEAR SOURDOUGH: Just come one step nearer and I'll guarantee you will be better air-conditioned than a screen door. I'm not forgetting that beautiful moonlit winter in Dawson when I learned about strong, silent outd or men. Misay, maybe not, but misere. You may derive some comfort from my most recent photo, which I am mailing under separate cover. Just pay the postman \$1.98, plus a nominal service charge.

D. Darling

DEAR MISS DARLING: We in Alaska think the song "The Squaws Along the Yukon are Good Enough For Me" is right pretty, but there's a vicious rumor going around that YOU, after getting right tanned by the midnight sun up around Bettles way, mas-



Daphne Darling

(Ed. note:) Ye MUKLUK is fortunate in having secured the services of Miss Darling, famed syndicated writer for hundreds of tank town weeklies. We invite all readers to submit problems to Miss Darling, if for nothing more than to test her ready wit. Address questions directly to DAPHNE DAR-

LING, Box 239, Anchorage. Any similarity to this address and that of some of the boys at HQ is more than a coincidence... Get your questions in early because Daphne likes to devote a great deal of thought to answering them.

quoraded as a squaw and are the gal that nestled on this feller's knees. I think this is vile slander against the fine squaws along the Yukon. Please let us have the truth on this.

Si Wash.

DEAR SILS: Yes, dear boy, it was I. Seeing how desperately you wanted to qualify for your sourdough certificate, and how the genuine squaws kept giving you the brush-off, I took pity on you and engaged in a little deception. Hope you will understand and forgive me, as it was all for your own good.

Daphne Darling.



"We're gonna have a tile bathroom".

(Continued from page 24)

Fall of 1945. His first assignment was Juneau where he remained only long enough to become indoctrinated in the customs and peculiarities of our region. By the early part of spring in '46 he was definitely under the spell of the Arctic and obtained a transfer to Haines as Chief Aircraft Communicator where he has served faithfully up to the present time. In the due course of time he became Haines' first station manager as well as becoming firmly established in local politics and community welfare.



"For the beginner we recommend this pair. One has a built-in First Aid kit - in the other a complete set of splints!"

"Who's the beautiful blonde?"

"That's Mrs. Wright."

"Boy, I'd rather be Wright than president."

When every pool in Eden was a mirror,
That unto Eve her dainty charms proclaimed.
She went undraped without a single fear
Or thought that she had need to be ashamed.

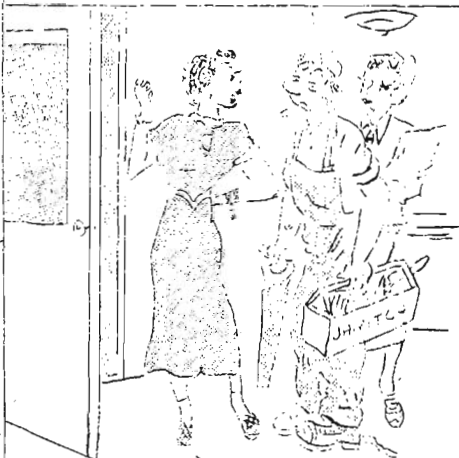
'Twas only when she had eaten of the Apple
That she became inclined to be a prude,
And found that evermore she'd have to
Grapple with the much debated problem of
The nude.

Thereafter she devoted her attention
or time and all her money to clothes,
And that was the beginning of convention
And modesty, as well, I do suppose.

Reactions came about in fashions recent;
Now girls conceal so little from the men

It would seem, in the name of all that's
decent,

Someone should PASS THE APPLES 'ROUND
A.G.M.



"The boss has been coming in without us knowing it lately. Can you put a loud squeak in the door?"



WATCH YOUR STEP



The Regional Safety Committee has compiled a summary of injuries sustained by employees in line of duty during 1948 showing also a comparison between the calendar years 1947 and 1948. The summary is shown below, broken down between per annum and timesheet personnel:

TYPE OF INJURY	PER ANNUM		TIMESHEET		TOTAL	
	1947	1948	1947	1948	1947	1948
Eye injuries	5	8	-	-	5	8
Freezing	3	2	-	-	3	2
Fingers and Hand (lacerations, etc.)	15	12	4	9	19	21
Wrists and Arms (sprained, broken)	6	5	2	3	8	8
Burns	1	4	-	2	1	6
Feet and Legs (sprains, cuts, etc.)	13	12	4	3	17	15
Strains, hernia, back injuries, etc.	16	9	2	2	18	11
Head injuries (cuts, blows, etc.)	1	7	2	4	3	11
Insect sting	-	1	-	-	-	1
Falls	-	-	2	1	2	1
Carbon-monoxide poisoning	1	-	-	-	1	-
	61	60	16	24	77	84

Thirty-eight of the total of 77 injuries reported for 1947 were "lost time" injuries, which are those injuries which result in disability beyond the day or shift during which the accident occurs. Of the total of 84 injuries for 1948, 48 were in the "lost time" category.

During 1947 timesheet employees lost 69 days due to occupational accidents, while per annum employees lost 921 days, for a total lost time of 990 man days. Man days lost by timesheet personnel during 1948 totaled 97, while 516 days were lost by per annum personnel, for a total lost time of 613 man days. In addition, one entire man year was lost in 1948 from an accident which occurred in 1947.

Two deaths occurred in line of duty in 1947 and one occurred in 1948. All three deaths were attributable to extremely severe weather conditions.

The tabulation given above shows clearly that during both 1947 and 1948 the majority of injuries consisted of cuts and sprains to fingers, hands, feet and legs, and of strains such as back injuries from lifting and handling heavy objects. It will be noted, too, that injuries such as cuts and blows to the head increased sharply from 3 in 1947 to 11 in 1948.

Analysis of the injuries reported reveals that most of them could have been avoided if the employees just had been more careful. The Regional Safety Committee urges every one to be "Safety Conscious", and remember that "CAUTION AVOIDS ACCIDENTS."