

CAA OPERATIONS SPECIALISTS HELP BANFE, LUCKLESS, DETERMINED ROUND-THE-WORLD FLIER, THROUGH ALASKA



Above, the round the world plane of Charles Banfe at Cordova. Below, left, Banfe in the home of Frank Smith, Station Manager, with Mrs. Smith and Cordova Airlines Mechanic Stevens; right, AOS James Mulholland, working Banfe in for a safe landing at Cordova.

Charles Banfe, airline pilot, had a miserable time flying his Mooney light plane from Tokyo to New York, enroute around the world, but he met some "wonderful people" among CAA's personnel as he fought his way through Alaska from crisis to crisis.

His crises were due to plane and engine trouble, and, in the words of Bob Garvin, General Safety Agent at Juneau, the last CAA Alaskan contact with Banfe, "He could write a book about that, and he probably will". Garvin for one, wants to read the book, or report, because he and Banfe are intensely interested in what made the engine run rough; what kind of oil that was he got in Japan; what the foreign matter deposits were in the cylinders, etc.

See BANFE, Page 8

NEED MORE CUSTOMERS FOR BOUND MUKLUKS

We have 75 orders for the bound copies of the old Mukluk, 1943-1949.

To make possible a \$6 price, it will be necessary to print 100 copies. Any who are interested should get their names in to the Editor of the Mukluk Telegraph. The bound copies will be produced by the Civil Air Club at actual cost--\$8.25 if 50 are printed, \$6 if 100 are printed.

BIG AREAS COVERED BY 7 CAA FLIERS IN SEARCH FOR RHODE

The CAA took an important part in the fruitless search for Clarence Rhode of the Fish and Wild Life Service, a search that will take its place among the largest in air history.

One CAA plane, piloted by Regional Administrator Allen D. Hulen and Airways Flight Inspector Bill Hanson, searched an area of barren north and northwest Alaska the size of the state of Montana. Other services of the CAA involved systematic searching by Charles Wayer in a CAA plane with Fish and Wild Life copilots Lawrence Rogers and Harry Husky, and the movement of tons of supplies for the search by Jack Jefford and Lee Burns.

The search attracted wide attention. The nature of Rhode's work involves routine flying in very remote areas, and more complete coverage of the whole area of Alaska than almost any pilot in the State. He has visited every CAA station, and few guides, hunters, natives or CAA personnel are not acquainted with him and the Fish and Wild Life planes. With him on the trip were son, Jack, a 21 year old University of Alaska student, and Stan Fredericksen, Fish and Wild Life Agent in Fairbanks. They were unreported on a flight which left Fairbanks August 19.

Great Area Searched

Hulen described the search as the best coordinated and conducted in all his Alaskan experience. With Urban C. (Pete) Nelson of the Fish and Wild Life Service and Maj. John L. Kearny of the 71st Air Rescue Sq., Eielson Air Force Base, directing it from Fairbanks, as many as 28 planes were in the air at times systematically and thoroughly going over areas where Rhode could have gone down. A total of 1,777 hours has been flown in the search to date, and it is still under way with planes on skis flying over areas south of the Brooks Range where reasoning or guessing indicates there might be results.

The area covered thus far includes every pass through the Brooks Range and the valleys on either side; the deLong

See SEARCH, page 9

How To Retire — COMFORTABLY

Mr. Planck has written wisely and well on how to retire profitably.

Mr. Slone has achieved something quite erudite on the art of retiring philosophically.

We have thus made our approach to what I like to think of as the ultimate and crucial issue---viz., having reaped the harvest of the farewell dinner and went our way to the bank, having settled on some sort of philosophical Nirvana to contemplate with Mr. Slone, where do we go from here? We are still faced with the problem of how to retire comfortably.

Like a good many of my fellow workers I'm afraid I cannot subscribe to Thoreau's opinion that the wealthiest man is the one who wants the fewest things. Nor do I necessarily agree with Mr. Slone (whom I suspect of being a family man) that we must steel ourselves to accept and enjoy a Spartan way of life. Or anyhow, to accept it. While it is true enough, as he points out, that our objectives must be defined in terms of our resources, we are veering a little toward the defeatist side when we think of human resources as something circumscribed by the size of a pay check. We still have friends and relatives, don't we---and minds to work with?

Let us use them all.

A paying hobby

The problem of equating a modest income with an immodest outgo is not particularly new. Ever since the heyday of Wilson Micawber, untold millions of us have grappled with it; and are doing so yet. The exercise of so much human ingenuity upon so simple a problem could hardly have failed to bring forth a set of answers, even though they may not necessarily be the ones in the back of the book.

We can (1) supplement our income with some sort of remunerative hobby (right in our own home, of course) or (2) settle down in Mexico and take advantage of the favorable rate of exchange, or (3) project a graphical analysis of the stock market straight from the Big Board to a vault in the First National Bank, or (4) have friends and relatives. And I mean have them, too.

All right. Let's look at item number one. The hinder parts of our lesser magazines are chock full of tempting opportunities---addressing envelopes at our own kitchen table; raising giant mushrooms, bullfrogs or artichokes right in our own back yard; knitting socks and/or sweaters with the Tiny Trojan Home Sock and/or Sweater Knitter, the company pledging itself to buy every-

thing we knit. However, I tried all these things in my boyhood days, so now let's look at choice number two.

I have visited Mexico also, as have many of my fellow employees. Guadalajara, Cuernavaca, Acapulco and the works: place names that even now sing in my memory. But looking at things from a purely economic and practical point of view, I found them so full of former government employees who had gone to Mexico to escape the cost of living; the cost of living was in a sharply rising spiral. It was a little too much like that famous suggestion that we solve the downtown traffic problem by moving all the cars out into the country.

And of course there is the hazard of the language barrier. Just as an example of this idiomatic confusion, somewhere south of Sonora I once asked the waiter to bring me my fourth tequila martini and found I had summoned a detachment of rurales instead---an incident I have always attributed to the fact that they used to teach us Castilian rather than New World Spanish in the public schools.

Stock market? No!

Which brings us to item number three. Having experimented in this field also, I would prefer to pass lightly over the subject and go on to method number four.

We are now at the heart of the matter.

We are ready for retirement. The long tour of duty is over; the hashmarks are written across our brows. Some of us will want a small home of our own, with or without giant bullfrogs in the back yard. The more peripatetic among us want to hop jauntily from place to place, perhaps with a feather in the hat.

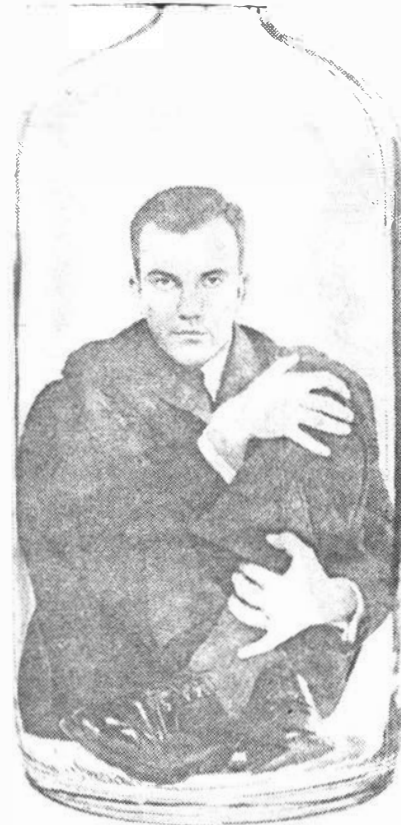
Moreover, we can do it.

Even on a relatively austere income, it is no insurmountable problem to maintain a small home---exclusive, that is, of the accessories. But aren't the accessories eliminable? We're going to have neighbors wherever we live; and our neighbors will have them, you know. In one clubby little neighborhood I cased recently, practically every man-jack among them owned a power-mower, an automatic water sprinkler, rakes, shovels, a fine library of books and records, a set of golf clubs, and a convenient rumpus room in which to get dished on Saturday night. One of them even kept a Labrador Retriever that could no doubt be borrowed for occasional hunting trips.

And can we plan!

We have the psychological edge on everyone in the matter of planning. Condi-

WHO IS BOTTLING UP SUGGESTIONS?



Sixty-nine people are waiting for evaluation of employee suggestions which they submitted during the recent Suggestion Contest.

The contest closed June 30, and all suggestions were routed through immediate supervisors for evaluation. That's where most of them are now hung up, according to Gilmore Reese, Secretary of the Incentive Awards Committee.

"And there are some suggestions that are two years old", Reese says. "You couldn't blame a suggester if he said the whole program is worthless when such delays occur." The Administrator has instructed all supervisors to search their files and process all suggestions as rapidly as possible.

tioned as we were in professional life to cutbacks, retrenchment programs and busts in grade, a simple household budget should pose no problem. Cigarettes are a needless expense so long as other people buy them. Nor need the grocery bill be onerous. The many things we have borrowed from our neighbors can just as well be returned at mealtimes (theirs, of course)---and when a man gets back something he didn't want to lend, there is an illogical but instinctual sense of gratitude that frequently cries for expression. He will ask us to draw up a chair.

See RETIRE, Page 4

MIDDLETON IS.

Things have been pretty quiet and peaceful on the Rock. Getting ready for a tough winter. Jim Tilton and family took off for Anchorage October 8th, because Jim always wanted to be a Traffic Controller. He will be replaced at Annette by Bernard Baldomaro of King Salmon. The Deer Point Boy Scout Cabin, burned down by juvenile vandals, is to be replaced by another building, financed by contributions from the Theatre, the Tamgas Harbor Club and the Annette Elks. The Toastmasters opened their season with a meeting October 5th. The Emblem Club is entertaining on the 18th, with a show called "The Annette Follies of '58". Maximum security surrounds the project, but from the grapevine we understand the theme is cribbed from an old Esquire Calendar, with girlies all sizes, shapes and ages, representing the months of the year. Flash bulbs are being imported by the case. On October 24th, the ACCA flings a bazaar, with entertainment MC'd by Ken Hunt with more local talent. The Annette Flying Club has been resurrected, with the acquisition of a good Piper J-3 on floats. Eight members to date, and a couple more trying to get up the necessary \$250 or a clearance from the better half. Our six charter members in the Society of Airway Pioneers are Pat and Doc Goodrich, Sanford Peterson, Henry Messing, Carl Fundeen and Ken Ruhle. Twenty-five of the 38 CAA and Weather Bureau employees belong to the National Federation of Federal Employees. One out of the nine ATC Division employees belongs to the Air Traffic Control Association, and one to the National Association of Flight Assistance Specialists. Current project of the Rod and Gun Club is finishing and furnishing the interior of their building.

That Brendemuhl! Middleton Isle is glad you're gone! It was nice of you to install the new furnace, Brende, and also the old one you and your able helper, Tom Barry, repaired and installed in the Generator Building. But putting that pound of salt between the sheets on Nupayak's bed and setting all the alarm clocks to ring at 4 AM is just going too far. We forgive you for leaving that box full of garbage just outside the door too, but just wait until we see you again! Signed, traveling carpenters Tony Schultz and Nupayak, and general mechanic Rod Williams.

CULVER RECOVERED

U. M. "Buck" Culver, satisfactorily recovered from his heart attack, has been spending progressively more time at the office during the past month. Characteristically, Buck got interested in the problem, studied it seriously, and wound up knowing just as much about heart problems as his physician. He plans a visit to Seattle to see a heart specialist and will visit relatives while outside.

26 OUT OF 25 GAVE...!



Personnel Division is super--super 100% that is.

Frank Richter claims that employee participation in the Anchorage United Good Neighbor fund drive was 100%. He figures it this way: His total allowable force is 25. With a full staff, there was an additional part-time girl employee. She contributed one day and left the next. Thus--100%.

Right or wrong, Personnel was the first to make 100% participation and were awarded the flying Jimmy Crickets prepared by Fred Allnutt to spur the campaign along. As other divisions reach the mountaintop, they will be given the trophy.

ANCHORAGE

The Center's complement has reached a new high. The new trainees are: Walter Burkevich and Warren Williamson from Big Delta, Carl Schilling and John Williams from the Anchorage station, Jim Tilton from Annette and Horace Disotell from Yakutat. This influx of new trainees should keep recently selected training supervisor Lionel Maddeford plenty busy.

Congratulations were extended to Don Jones, Carrol Matthews and Walt Parker who were just promoted to GS-10 controllers and also to the trio of Jim Carter, Sam Stinchcomb and Bruno Zamorski as they take over the whip-cracking chores of senior controllers.

Rex Ballew joined the center last month, coming to us from the RATCC at Miramar NAS in California. Prior to that he was at Spokane and Fairbanks Center. Welcome back to the Fifth Region.

Congratulations were also in order on October 20th for John Hatcher whose abilities were also recognized by people outside the CAA. John was honored by being elected Student Body President at the Anchorage Community College. This is quite an honor and we are all proud of John's achievement.

PROCUREMENT

To keep up with the fast-increasing workload, the Procurement Branch has recently undergone reorganization and subsequent remodeling of office space to provide for a 50% increase in personnel of the Contract and Purchase Section.

The following personnel have entered on duty since August 4, 1958.

Marguerite Harris - Clerk-Typist. Mrs. Harris was married in July and came to Anchorage that same month with her husband, who is stationed at Elmendorf Air Force Base. She is from San Antonio, Texas, where she worked at Security Service, Kelly Air Force Base.

Shirley Collins - Clerk-Typist. Mrs. Collins worked for Morrell P. Totten Insurance Adjusters, Inc., 329 E. 6th, Anchorage, prior to entering on duty for the Procurement Branch. She is from Los Angeles, California, and came to Anchorage 2½ years ago with her husband, who is stationed at Elmendorf Air Force Base.

Louise Andrews - Status Information. Mrs. Andrews is from San Antonio, Texas, and came to Anchorage 3 years ago with her husband, a civilian employee at Elmendorf Air Force Base. Her last position was with Base Supply, Property Accounting, Elmendorf.

Dorothy Clasen - Construction Bid Documents. Mrs. Clasen worked as a Purchasing Agent at the Alaska Native Hospital prior to joining the CAA. She and her husband, a civilian employee at Elmendorf, came to Anchorage from Colorado Springs, Colorado, with plans to stay two years, but they liked the country so well that they have now been here five years.

Wina Moffett - Petroleum Purchases. In 1950 Miss Moffett was working at Ft. Sam Houston, San Antonio, Texas. She became tired of the hot weather, decided to come to Alaska, and has been here ever since with no plans to leave. Before joining CAA, Miss Moffett worked in Special Inventory, Base Supply, Elmendorf. She is from Memphis, Tenn.

Lynn Henning - Open Market Purchases. Mrs. Henning came to Alaska on a Government contract in 1943, when the District Engineers were building the Alaska Highway. She plans to stay in Anchorage indefinitely. Mrs. Henning is from New York City.

Mildred Sutton - Blanket and Credit Card Purchases. Mrs. Sutton didn't have far to move to join the Procurement Branch, as for 2½ years she has been working for the Property Management Branch, located in the same building. Mrs. Sutton came to Alaska three years ago, when her husband, who is also with the CAA, transferred from the Panama Canal Zone to the Fifth Region.

CORDOVA

A new addition to the McMorrow household, Samuel Joseph, has been welcomed home by two brothers and three sisters (plus Mac and Jean). Sam weighed in at the Cordova Community Hospital on September 22, at 6 lbs. 9 ozs. After a recent count of heads Mac was heard to remark that if this keeps up he will have to trade in his two station wagons (Ford and Stinson) and get a bus.

After a summer spent splashing back and forth to bail out boats and shaking clenched fists at a sodden sky, boating enthusiasts are glad to see some dry weather but hope the duck ponds don't freeze up too soon.

"Operation Face Life" is taking place around the area with resurfacing and grading of roads and a new top covering of soil around the control station in the hopes of a greener and thicker lawn next summer.

Getting into town is similar to running an obstacle course, dodging trucks, cranes, bulldozers and assorted road-building equipment and gambling against unexpected road closures. Contractors are rebuilding and widening the road and putting in new concrete and steel bridges between Miles 9 and 13. When completed it will be quite a change from the cow trail of a few years ago.

RETIRE, From Page 2

Not that the technique will not pall on him in time; I have heard of people who grew so jaded with it that they even scheduled their meals at odd hours of the day. Well, what then---do we write them off? Not so long as we have an upstairs vantage point and a good pair of borrowed binoculars. When neighbors get as picayune and niggardly as all that, the time has come to shelve ethical considerations until the resistance crumbles entirely. Hoist with their own petard.

So much for the small home-owner. Now how about the retired employee who plans to travel?

The answer to that one is easier yet.

Relatives.

Virtually all of us have widely dispersed relatives in the other forty-eight states so that it should be no chore at all to pinpoint them on the map and plot our itinerary from there. They need not even be kissing kin. For those of us who think we have no such connections, a twenty-five dollar retaining fee to a good genealogist will dredge up relatives we have never heard of and who luckily enough have never heard of us. Few will have a Dunn and Bradstreet rating, but most of them will have a home.

If the relatives are bountiful in number, the visit need not be prolonged---unless, that is, we find the cuisine ex-

WANTED: VERY TOUGH BRAIN TEASER

That ant in last month's Mukluk who took the shortest route between two points in a room 5 x 10 x 11 feet caused lots of trouble.

The issue was barely on the street when irate, humorous and fatherly notes began to pour in on the editor. Bright CAA engineers, complete with slipsticks were the most numerous and they were positive the answer was 17.4 feet instead of the 18.5 feet given in the problem. Even Dolores A. Borrecco in the Credit Union came in with a drawing genially advising the editor of his mistake. And what's she doing out of the engineering department? Her drawing was better than any other received.

Knowing full well there must be a trick about the "Brain Teaser" which was stolen from The Line, house organ of the Line Materials Company, we wrote J. A. Kliebhan, the editor, in Milwaukee, and he fell down miserably on the Muk-

luk. They were wrong, he said, and his only explanation was that the "beer fumes of Milwaukee" must have caused the .9 foot error. We were hoping against hope that his answer would make it possible for the Mukluk to announce that engineers can figure, but they can't read, and then point out the trick in the wording. But no, just beer fumes.

One wag sent a memo to AN-1 pointing out that inaccuracies in our official publication would destroy people's faith in the CAA and all the airway aids it operates, but the topside replied that the inaccuracy was apparently unintentional and no disciplinary action is contemplated. Somebody said innocently "Don't you check those mathematical items beforehand?" Silly question, of course. Editors can't add. So we're still looking for a brain teaser that will confound these smart engineers.

Thanks

"Thanks for helping us with out balloon project."

CAA folks get many thanks, but this one came from the University of Minnesota

which has been conducting IGY experiments at Fairbanks during last summer. They especially thanked Rolf Cramer "and his men" for their assistance and hoped "that this operation established a satisfactory precedent for future balloon operations in that area".

ceptionally fine. Our time can be protracted impartially until we are ready to swing around the circle again. If, on the other hand, our relatives are limited, it follows that we must prepare ourselves---and them--- for a longer stay in each household. In all such cases, the oblique approach is the best.

We say that we are sorry we can't remain more than a night, but there is the matter of a pressing appointment in Pittsburgh. And here again we get the grateful and instinctual response---of course we must stay longer and tell them all about life in Alaska. The pressing appointment having theoretically been taken care of from a drug store telephone, we unpack our bags and break out the color slides. The foot in the door is now under the table.

Staying power

As the tenure of our visit prolongs itself, the game of thrust and parry may well begin. In fact, it will. Perhaps not too oblique a character himself, our host may now and then mention in an off-hand sort of way that we have been telling him about life in Alaska since last September. Thrust. As we reach for the humidior and select a cigar, we will have our own instinctual response: doesn't time fly, though, when we are in congenial company? Parry.

This game of thrust and parry can go on almost interminably if our host is made of stubborn material. Some of them are. But let us remember a few cheering facts: shadow eludes substance, wit confounds intelligence, and the sly attrition of water can pulverize stone.

If we cling to the fortitude and staying power we acquired in federal service, it is only a matter of time until our host will pack up and go to visit some remote relatives of his own. (And if we do not have their names on the list, we must write them down.) It goes without saying that we will cheerfully volunteer to take care of the house in his absence, though with proper forethought to the state of the larder and his charge accounts in the stores. Thrust, parry, riposte and the coup de grace.

Now for the formula

Need I say more?

No; I think not. The formula ought to be clear. But for those who want it spelled out in detail, there is a standard reference source on the subject--- Guestmanship, I believe it is called--- which has frequently been recommended to me and which I plan to read myself one of these days when I can find an acquaintance who has it. Meanwhile, I am preparing for my own retirement in various ways. I have just traced the trend of business cycles all the way from the time of the Medes and the Persians and have projected it into a graphical analysis of the stock market that looks as surefire as Ohm's Law. What with that, my friends, my relatives and my mezzotints, I should be able to retire pretty comfortably.

Or have I mentioned the Mezzotints? I have just received the copper plates and home instruction course; and the company guarantees to buy all I can produce.

NENANA

Nenana is showing signs of growing on account of the activity at Clear. We now have two cab operating companies, two airline agents, trailer sales agency and soon the Nenana Hotel and Country Club will open. A fixed base aircraft operator recently moved in and will operate from this field. The local lodge has been jammed packed with MK construction men living here until quarters built at Clear. They have been shuttling these workers back and forth in a Twin Beechcraft from Alaska Aeronautical.

Moose season Cummins and Goins and these two mighty game hunters, James H. and Kenneth L., were the only ones to click at this station. So now there are two of these animals hanging and ready for cutting up into juicy and tender pieces. It so happened that these two hunters spotted three different moose at practically the same place on the Nenana river on 3 different trips. First try was a miss, the other two were bagged and brought in. The new wind boat Miss Fussy came in very handy for the transportation on these trips.

Regional Office personnel headed by Dave Dishaw and M. E. Proffitt made the annual trip in along with ARR officials and Hand Olson from Farewell to make the annual inventory check on boat equipment on the river. Other personnel that have come and gone lately include Ray Nelligan, Chet Sobczyk, Robert Virchow, "Tiny" Moddison and Mechanic Grant Magnant.

VOR building and road on North Nenana is about completed at this time. Resident engineer Bob Boyd will depart in about 10 days for another assignment after making repairs to a concrete ramp here at Nenana.

Among new personnel on station are Jack Bogue and family from Nome, permanently assigned, replacing James Hooser, transferred to Fairbanks Rapcon. Relief AOS Robert Thomas is presently assigned in place of James Cummins who was called to the States on account of a family death.

IN THE OLD DAYS

One time, Velton Goodrich, Communicator at Gambell on St. Lawrence Island, had his transmitter fail. He was no radio man, so he bumbled about to see what was wrong. Took out the crystal and shook it. That did it. Thereafter whenever the transmitter failed, he shook the crystal. It always worked and he found out months later from experts that the crystal has to be perfectly clean and a speck of dust had probably caused the failure. But the time came when a tube blew, and Goodrich shook the crystal for days in vain until a radio maintenance man came to help him.

ME A BIRD BRAIN? WHY, THANK YOU!

Mr. Pilot, Mr. Navigator, and Mr. Controller, if someone calls you a bird brain, don't flinch. Swell up with honest pride till you bust buttons off your vest. You are being complimented.

The Arctic Tern, born near the North Pole, annually migrates to the Antarctic, 11,000 miles. But he's a fairly big bird compared to the warblers, called the butterflies of the bird world, weighing less than an ounce, and they migrate from north of the Brooks Range each year to southern climes, at least 5,000 miles away. And they fly at night!

Max Eastman, in an article in the November Reader's Digest, recounts the strange story of birds who have been flying about this earth for a million years, far more accurately than man can. And the CAA's own naturalist-photographer George N. Andriakos, comes up with pictures of five true North American warblers which inhabit Alaska---birds which could teach any of our pilots, radio operators or navigators a thing or two.



The Wilson Warbler, and (inset) the Yellow Warbler.

In fact, it would take some of our marvelous computing machines several hours to handle the navigating problems which these birds solve on the wing. And the warblers at least, do it alone, never flying in flocks. Not even a co-pilot, or navigator!

All-time champion bird navigator probably is an un-named Shearwater, a bird that nests in burrows in the coast cliffs of Wales. In 1952 one of these birds was caught, banded and shipped across the Atlantic to Boston. He was released on June 4 and on June 16, after 12½ days, he crawled into his home burrow, 3,050 miles away across the trackless ocean.

German ornithologists have experimented with warblers inside of planetariums. They set up the sky over Germany at migrating time, and the birds aligned themselves like compass needles toward the southeast which is the first stage

I DON'T VOTE
(JUST SQUAWK)



"It is the policy of the federal government to encourage employees to vote in all elections."

So says Standard Practice 3681, a copy of which is available at every Fifth Region CAA station, and employees are urged to consult it where there is any question of voting procedures.

of their migration to the headwaters of the Nile in Africa. At the proper time, the Balkan sky was put on the planetarium dome and the birds then faced due south. When the planetarium was changed, to a different condition, the birds changed too, indicating that they do navigate by the night skies. The scientist plans to take the constellations one by one from the planetarium sky in an effort to determine which ones are used. It might be that only the North Star is used.

Birds are here this evening, and tomorrow morning, are gone. One bird watcher estimated migrating birds passed his station at the rate of 9,000 an hour during the night.

"I don't want to disparage mankind", Eastman writes, "but we really have been pretty dumb about this matter of navigation. Even now, we haven't any complete understanding of how the birds do it." With Bendix, Weems, Lear, RCA and even the seat of his pants, the pilot still is in second place to the birds.

Andriakos has full information on the warblers. They are generally shy, high strung, brightly colored in yellow with darker trimming, intelligent, and elusive when it comes to posing for pictures. Their coloring prompts people to describe them as wild canaries. He has beautiful color slides of each of the five true warblers known to live in Alaska---the Wilson, Myrtle, Yellow, Townsend and Chestnut Sided warblers.

FAIRBANKS

New arrivals in the past month include Jim Hooser (ENN), Don Slater (CDV), Bob Skaggs (GST), Ted Spencer (ANC), Bill Holtzhauser (ILA), and Joe Grube (MHM).

We haven't heard the last of the tall moose tales. To close out the season, Nate Newcomb clobbered his about 5 miles west of Livengood; Bob Liddell bagged one on the Nenana Highway and Ed Crump made his score off the Livengood Road about 15 miles north of Fairbanks.

Our traveling Chief Geary, along with PDI Jack Griffin attended a one week course in Radiological Monitoring at Battle Creek, Michigan. Before returning, Geary stopped off at Kansas City for a couple of days discussion with the CARF Controllers. During his absence, SAOS Bill Murphy was Acting Chief.

Visitors to the facility include Deputy Chief of Operations, Darrel Nelson, 5th Region Training Officer Bill Mullaley and Mr. Richey of W-524, Washington Training Officer. Their visit coordinated the preparation of a training program for the EDF RAPCON. Mr. Mullaley; Ralph Potts, ANC TWR PDI; Charles Thomas, Chief ANC CTR; Tom Geary, Chief FAI CTR RAPCON; and FAI DPIS Jack Griffin and John Plisko conducted a conference to further this program. A letter received from Mr. Charles Merritt of the Washington Office praised the Radar Training Program in use at the FAI ARTC/RAPCON. The training manual had been forwarded to Washington for evaluation.

AOS Paul Leschig and Fred McGuire recently encountered a grizzly while hunting caribou in the Stampede area. After a hurried pow wow it was agreed that due to the light artillery on hand a strategic withdrawal to the opposite bank of the river was in order. First time on record that a river crossing was made in the upright position without touching bottom!!

Fran Scott not only does well with the "Market" but recently picked ten out of ten in a football pool for a sizeable reward. It will come in handy on her contemplated leave "Outside" in November.

Tony Spina and Dick Duter had a harrowing experience recently while "shooting the rapids" of the Chatanika river in a life raft. The raft flipped twice on the journey with a resultant loss of a considerable amount of fishing and hunting gear, not to mention the near loss of life. Steady boys!

We welcome to our midst Mrs. Lorraine Miller, our new secretary.

The maintenance department's new RAPCON RADIO SEMT Pappy Gould handed out panatellas - Congratulations, Pappy. Congratulations also to EMT Dave Lee's new tax deduction, Dave, Jr., born Oct. 4.

SAOS Murphy, Grotts, Plisko, Kriebs, Logan, Griffin and Leese are in the process of cross training with Fighter Directors at Murphy Dome.

BEHALLS IN ALASKA ENROUTE PANAMA

Bob Behall and his family have been visiting recently in Anchorage between foreign assignments in Turkey and Panama.

Behall has been in Turkey for two years where he has been a member of CAA's Technical Assistance Mission, and where he directed the training of Turkish controllers who are now manning four towers in that country. His next assignment is to the Regional Aviation Assistance Group with headquarters in Panama, from which specialists go to Central and South American countries to give technical assistance.

The Behalls will spend about two months in Washington before reporting. Their experiences in Alaska living made transition to life in Turkey easier, Behall reported. Mrs. Behall, who was Martha Joe Kellogg before they married in Anchorage, a son 15 years old, a daughter now two years old, and a son born in Turkey all adapted easily to life with strange people, and enjoyed the differences that mark occidental and near eastern life.

Behall keeps home plate in Alaska. He retains ownership of his house in Anchorage.

CAA MAN FINDS PLANE

Harold Perkins, Galena, found the plane that was missing enroute King Salmon to Unalakleet from which three Anchorage men were rescued early in October. Perkins sighted the lost Navion on a ridge approximately 40 miles northeast of Unalakleet and could see no sign of life even though he flew low over the wreckage. In a helicopter the next day he was unable to locate the wreckage again because of poor weather conditions. Later another helicopter found the wreckage and learned the three occupants had started to walk out. Later they were picked up and flown to Anchorage.

WE'VE GOT PLENTY SPACE

Alaska is the best spot for welcoming the Space Age. We have enough space here to build the perfect airport, and maybe the man wasn't kidding when he suggested a big league team for Anchorage playing in a stadium "with an 850,000-acre parking lot".

At Chantilly, the site of the second Washington airport, a mile-and-a-half buffer zone is left at the end of each runway. A 1,000-foot border of trees will encompass the airport to cut down jet noise for the neighbors. That means 9,400 acres of good Virginia farmland, and it's costing Uncle a pretty penny. We could spare many times that much.

JUNEAU

As the sun's path dips toward the horizon and the cry of the wild goose echoes clear in the autumn sky, another Alaska winter takes hold. Pretty soon Max will only have to mow our lawn twice a week.

The "Ant on the Wall" problem in last month's Mukluk has been worked out by the local slipstick artists. They certify that the answer as published is correct -- plus or minus ten per cent.

We note with interest that EMT Harold Johnson has been selected for Narrow Point. Last year at this time that station was scheduled to be closed down, but the uncertainties of VHF radio have prevented that so far. Since Harold was the last technician assigned to both Portage and Birches (both now closed) the future of Narrow Point seems certain.

The new Mukluk is going over big around Juneau. Shortly after they received their courtesy copy of the October Mukluk, Fish and Wildlife requested distribution to all their field offices.

AOS Glenn Davis has returned to duty from Stateside leave.

EMT Bob Mell is back from driving his family out to New Brunswick in the trusty, rusty Volkswagon. On the way down the highway the engine gave out 500 miles from the nearest dealer. Bob was able to load car and passengers, piggyback on a passing southbound auto transport truck which hauled them on to Dawson Creek and repairs. VW fanatic Bob claims phenomenal gas mileage on his highway trip.

Civair 17 skipper Gordon Meyer with a new novice class ham ticket, is operating from the boat. His cabin resembles either the navigation room on the Nautilus or Sam's surplus junk, depending on whether you look at it through Gordon's eyes or those of his crew.

WATCHER AND PICKER

Manley Dibble, AOS at Palmdale, Calif. believes the traffic control job there is different, because five competing manufacturers are turning out jet fighters there and testing them.

Writing in the Region 4 News, Dibble says: "Since fighters are tricky, we have two special men working at Palmdale. One is the Landing Gear Observer. He sits at the head of the runway and makes sure all gears are all the way down. He has a radio and flare guns. The other is the "Nylon Picker". He recovers the drag chutes from the runway and taxiway; he has a radio, speed and courage."

When a man looks a woman straight in the eye, it's time she did something about her figure.

KODIAK

Approaching winter weather has resulted in the gradual beaching of small personal boats until Chaffin's is the only one left in the water. He is hoping to remain in operation until the end of the duck and deer season.

With continued good weather, landscaping is very much in evidence. Lawns around the standard houses have been completed and the area between the apartment houses and the road is being cleared of stumps and graded - a most notable improvement. A parking area for private vehicles is planned - and who knows - we may even have parking meters on the main drag.

A dance, hosted by Roger and Jessie Smith, with a floor show featuring "Genevieve and Gertrude" alias AOS Bob Thomas and EMT Holly Holroyd, was held in the Rec Hall on October 11th.

A community dinner, sponsored by Scout Master Terry O'Donnell and his wife, Virginia, for the purpose of raising funds for the local Woody Island Troop, was attended by all personnel. The Scout Master called a meeting of all fathers and formed a scout committee with SMT Morris Lee elected as chairman. The committee will be concerned with the future status of the Woody Island Troop.

Coming and Going:

SM Hand Harrison and family are in Minnesota on annual leave.

AOS Otis Raborn and wife, Draga, are vacationing in Yugoslavia where they are visiting Draga's relatives. Mrs. Raborn hopes to bring her mother back to Alaska.

Traveling mechanics Myton, McCartney, and Berry are at Woody Island to replace a defective water main.

Station Manager Chaffin recently spent a week in Anchorage attending a Management Training Conference.

Actors

Two CAA employees will play leading parts in "Inherit the Wind", the next production of the Community College Theater Workshop, Anchorage. Don M. Gretzer, long an active member of the Workshop will play Rev. Brown, a vigorous, revival type preacher, and Charles E. Planck, will play Matthew Brady, a character based on the life of William Jennings Bryan. The story of the play is based on the "monkey trial" in 1925 in Dayton, Tenn., when a young school teacher was prosecuted for teaching evolution in the public schools.

They call them adult westerns because the plots are at least 21 years old.

OLD MUKLUK WRITER PROMISES RETURN

Daphne Darling has turned up again, this time from Annette, and readers of the old Mukluk Telegraph may be treated to some more of her contributions.

Daphne, first alluding to a previous close friendship with the Editor which he vigorously denies, has offered to write a series of profiles of CAA characters from Annette, the first of whom will be Kenneth Ruhle, a prominent contributor to the old Mukluk.

Daphne was the invention of Ruhle and Gene Borato in the days of the old Mukluk. She dealt in advice to the love lorn, and readers were amazed at the quality and nature of her advice. At one time Ruhle and Borato entered her in the Fur Rendezvous Queen competition but had to use drawings which failed to supply any prize-winning characteristics.

Her presumptuous letter follows:

Dearest Charlie:

My sincerest congratulations on your success in reviving the Mukluk Telegraph. You can't possibly imagine what a wonderful surprise it was to learn that you were in Alaska, and in the magazine business yet. As dear Aunt Abigail used to say, "It's a small worm that has no turning" and our chickens are apt to come home to roost at any time, with aviation making the world so much smaller every day.

I am still in the education game, now operating a young ladies' finishing school in my suite here in the Adler, but I find it insufficient activity for a girl of my blooming youth and energy

and expensive tastes. Without further bush-beating, I will let you have it. All I want is a job as your foreign correspondent on the sub-continent of Annette, and I am sure you will not refuse me this little favor if you stop to remember all the good times we have had over the past 35 or 40 years. You should know I am the soul of discretion when there is something in it for me.

I saw your note to my young protege, Ken Ruhle, in which you indicated that he had been a prolific writer, and asked him for a profile on some local character such as, possibly his own history, and immediately decided to make that my first assignment for your publication.

For the sake of background, I first made a few discreet inquiries, and I find that the old boy is still quite prolific, but not in the writing field. They say he took Operation Paperwork so seriously that he now writes only about one letter every three months, and then only when he can't possibly avoid it.

I then wangled an interview with him, with the idea of ghosting his life story in the contemporary manner, but, after hearing the first few chapters from his own lips, I decided that it was not quite suitable material for a family type magazine such as the Mukluk. However, he has consented to furnish me with a few lurid episodes from the histories of other leading figures of the old eight-ball region from time to time, so brace yourself.

Affectionately yours,

"Daffy"

Daphne D. Darling

ORDER! FILE FLIGHT PLANS

Two orders by commanding officers of military forces in Alaska can have important bearing on air safety in Alaska.

Maj. Gen. Gillman C. Mudgett, Army, and Lt. Gen. Frank A. Armstrong, Air Force, have ordered all military personnel engaging in civil flights in Alaska to file flight plans. The orders came shortly after two soldiers from Fort Richardson at Anchorage had taken off for a local flight and disappeared. An intensive search for a week failed to find them, although their plane had crashed and burned on a glacier within 50 miles of the field.

"I wish we could issue such orders", Administrator Hulen said. "But we must continue to educate the civil fliers. We can entreat, but not order."

New countdown at Cape Canaveral: "Ten-9-8-7-6-5-4-3-2-1-Dam!"

KEEP BUYING BONDS



The drive for more participation in the Payroll Savings Bond Purchase Plan resulted in a slight increase in the number of CAA purchasers.

The drive, however, need never be over. No investment is so sure, no savings plan is easier, and no purchase more admirable than the steady buying of these bonds through payroll deductions. There are many investments that yield more in money -- all of them with some risk attached. None yield more return in satisfaction of a duty well done and at no risk of loss.

You are inclined to be thrifty -- lean toward U. S. bonds.

ANCHORAGE

Anchorage Tower had a big send-off for Meyer Myers and family at the home of Ted Szydlo. They were presented with a picnic set as a memento.

Joe Britton and Whitey Machin both sent a son to the University of Alaska to enroll as freshmen this fall.

Some of the comings and goings: Joe Britton is being transferred to Oklahoma City. Bob Muchow got a GS-11 at Anchorage Tower. Gene Thornton is the new Chief at Lake Hood.

Whitey Machin transferred to the R.O., ATC Division, Operations Branch.

Al Woodward is being transferred to the R. O., ATC Division, Operations Branch.

Bill Ice returned from leave in Minnesota, and it didn't change his ideas at all, but in fact made things worse. He still talks about acreage and farming and the Nenana Ice Pool as a means of getting his farm. He is convinced he should win as he claims the Pool was named after him.

Bob Feddersen was acting chief September 27th to October 3rd, while Chief Charlie Thomas was receiving a Radiological Monitoring Course for Instructors put on by the Federal Civil Defense Administration at Battle Creek, Michigan.

BANFE, From Page 1

But that's mundane matter. The drama of Banfe's flight began over Cold Bay when he first reported a rough engine to a Reeve Airlines plane, and said he was headed for Anchorage. CAA stations along that route immediately alerted and one by one held the radio hand of the pilot as he cut across the northern end of the Gulf for his first Alaska landing at Cordova.

Will He Land?

He didn't go to Bethel. He didn't stop at King Salmon. He reported once that he was half way between Homer and Middleton Island, would go to Middleton, Yakutat, White Horse, Winnipeg, Chicago, and Miami. That brought several other stations up sharply and they began to follow him with interest. Pilots of search and rescue planes began to make motions.

The next message was "Engine very rough. Headed for nearest airport, Middleton or Cordova."

There, Middleton took over. Banfe could not receive Radar's communication so Vincent Bourk, AOS, relayed to the pilot the radar positions. Archie A. Frye, Facility Chief, responding to the drama of the situation, has this to say about Middleton's part:

MANAGERS TRAINED

All station managers have attended an annual training conference during the last month.

Fifteen from the western stations were in Anchorage October 6-10; 18 in Fairbanks October 20-24; and 10 in Juneau November 3-7. Gilmore Reese, training officer, conducted major courses in management training, writing skills and personnel problems, in addition to many other lesser subjects.

Sign on the wall of a bedroom in Marsh's Roadhouse at Bethel:

"Don't smoke in bed. The ashes on the floor may be your own."

Sophistication is the art of admitting that the unexpected is just what you anticipated.

"The pilot again called at 0207Z and advised that his engine was getting worse and that he was having trouble keeping it going and that he was losing altitude. The operator asked if he was declaring an emergency and he replied, 'I sure am!' ATC was advised. About this time Cordova called and advised that they had alerted the local Coast Guard and that they were standing by. Cordova was given the location, distance and heading of the aircraft in relation to Montague Island. All this time AF radar was keeping a running account of the aircraft and his location, relaying this to the pilot.

"Now the aircraft is down to 4,000 feet and the pilot has just advised that his engine didn't look like it would make it and also that he had applied full takeoff power in order to stay in the air. He advised that he didn't know how much longer he was going to be able to stay with it. The pilot sounded like he had about given up.

"When about 17 miles out of Cordova the pilot was so low that AF radar lost contact, but the operator advised he was still making good his heading for Cordova. A few minutes later Cordova advised us he was making a landing."

Bless That Airport!

He stayed overnight at Cordova, gossiping with Frank Smith, Station Manager, who made a recording, and Merle Smith of Cordova Airlines. Banfe told them: "I certainly thank you for putting the airport where you did. And no fooling, I was delighted to have been guided in by you. I really don't think I could have gone more than a few more miles."

He took off bravely next day after his plane had been worked on, planning a flight via Gulkana and down the highway toward Chicago. But he landed at Yakutat with a rough engine and ice in the

A PROBLEM

The Roman geometer, Quintus, died leaving to his three sons a level tract of land in the shape of a regular pentagon. His will directed his eldest son, Antiguus, to fence off for his younger brethren the largest possible square. The second son, Brutus, in turn, when Cassius came of age, was to fence off for him the largest regular triangle that could be described in the square.

How equitable was Quintus? Answer, Page 9.

Sign on electrician's truck: "Watt's my line."

carburetor. Next day he took off down the coast route for Seattle, but landed at Juneau again with a rough engine. After overnight with Thomas C. Cianfranis he started again for Seattle, intending to fly non-stop to Idlewild in New York. But he landed at Seattle again with engine trouble, in that flight ending his Alaskan adventure.

Others who had direct contact or serious interest in Banfe were SEMT Lee Phillips who stood by the interphone at Cordova coordinating things; SEMT John Deering at Hichinbrook who got the first positive fix on the flier; and four stalwarts at Cordova, Wayne Thompson, Elmer Hedstrom, Bob Taylor and Andy Geoit, standing by with a fire truck hoping they wouldn't have to lift a finger.

"So I Signed My Name"

Talking with Garvin, Banfe revealed that he had had similar trouble at the start of his world trip from New York to Rome, when he landed in a vineyard in Corsica. He changed engines in Tokyo and began having problems as he approached Cold Bay.

"After all the difficulty you had experienced how could you steel yourself to climb in that airplane in Tokyo and attempt a new landfall to the Alaska coast where there are few airports and worse weather?" Garvin asked him.

"I don't know", Banfe answered.

"Would you do it again?"

"No, I don't believe I would."

"Do you agree with the man who said that long over-water flights are best described as 'long hours of sheer boredom interspersed occasionally with moments of stark terror?'"

"That just about sums it up."

Then Garvin--in his report--

"Before I left I wrote my name on his airplane alongside of a Hindu from Pakistan, India, and went home. Bull fighters don't have a corner of courage, Papa Hemingway to the contrary."

You Read Every Word--FASCINATING!

Many letters we all receive never get read past the first sentence. But some --well, some letters you just can't lay down.

Hal Boyle, Associated Press writer, lists a few that gripped and held him from their excellent beginnings to the last word, letters that began:

"A review of your 1956 tax return has disclosed--"

"We have read the manuscript of your stirring novel and are happy to inform you--"

"Remember how I had to fight you to get you to buy that \$1 chance on a new 1958 convertible our Legion post is giving away? Well, the winning ticket has been drawn and guess who--"

"Remember the little redhead who stood you up on the prom date in 1938? Well, all these years my conscience has--"

SEARCH, From Page 1

Range northeast of Kotzebue; much of the flat land beyond the range almost to Point Barrow; and the lakes that dot the northern and southern slopes of the Brooks Range. The search now is concentrated south of the Range with the hope that absence of leaves on the trees might make the black and orange plane easier to see, except for the snow. A hope by the searchers that Rhode and his party might have waited for the freeze-up and then walked into Barrow has grown fainter as the season has advanced.

Tiring Work

On a master map in search headquarters at Fairbanks, areas were marked off by latitude and longitude for each search plane. In N-5 they flew as slow as was safe, along an east-west line, turning at right angles and flying one minute on the reverse course. Pilot and co-pilot scanned the area directly in front of the plane and observers, sometimes as many as 11, watched from each side of the plane. This was hard work for both the crew and observers. Hulen and Hanson flew as much as 10 hours in a day, and it was not always easy to get observers to repeat their services. The novelty soon wore off and continuous scanning of the ground became hard work.

From Sept. 3 through the 14th Hulen and Hanson were in the air whenever the weather permitted. Before they started, Charles Weyer, with co-pilots from the Fish and Wild Life, was flying a CAA plane, and following them Lawrence "Fuzz" Rogers with Harry Husky as co-pilot, were taking part. The pilots averaged 8 hours of flying a day, sometimes as much as 11 hours or whatever daylight conditions permitted. Night flights were made as weather permitted, too, in

"But," writes Boyle, "you hardly get that kind of letter any more, do you?"

We federal employees get letters too. Some of them we read from beginning to end; such as those which begin:

"You have 31 days of annual leave which you must use--"

"We have put into your personnel file a commendatory letter--"

"Following unanimous approval of the committee, your suggestion has been awarded--"

"Resignation of your branch chief makes you eligible--"

"Your Credit Union has set an interest rate of 5%, and we--"

"Aunt Mamie has decided to take all the extra pieces of your ivory collection at the price you--"

the hope that fires lighted by the lost men might be discovered.

Widely experienced airmen sat around in Fairbanks when unable to fly, reasoning out the logic of Rhode's flight. He was on a routine flight connected with game management, game counting and the depositing of gasoline at several caches for an upcoming official trip.

Hunters saw him at Porcupine Lake on August 20 when the weather was good, and experienced guides, hoping he was the one who was bringing their hunting party bear hunting licenses, saw him at Chandler Lake heading in a northwesterly direction August 21.

Since he was due in Fairbanks August 22 to meet Secretary of the Interior Fred Seaton, these pilots figured he would have tried to fly back through one of the Brooks Range passes to keep this date. If those passes were closed by weather, they reasoned, he would have lined up on a homing beacon at Barrow, and climbed to get on top of the weather, then fly instruments over the Range and back to Fairbanks. If he had "lost an engine" in this process, he would have landed on one of the many lakes in the flat country south of Barrow. On such reasoning they based their searches.

Hunt Continues

CAA crews had some interesting experiences. Hulen was flying along over a succession of ridges as low as he could in the desolate Noatak River country. As he topped a ridge he looked down and saw six men in red hunting coats "miles from nowhere".

"And they must have been amazed, too," he said. "Seeing this wildly colored airplane roaring along at a few hundred

Allnutt for Hoekzema Who Goes to Turkey

C. Fred Allnutt of the Plant Maintenance Branch office has joined the Property Management Branch as Property Inspector replacing Jack Hoekzema, who transferred to the International Region in Turkey. Mr. Allnutt has been with the CAA since 1949. He will spend several weeks in the regional office in training before departing for the field.

Hoekzema is in Turkey as a member of the CAA's Technical Assistance Mission there. He will assist and advise the Turkish government in supply management matters and train Turkish citizens in this field.

Hoekzema started the CAA's commissary back in the early Forties. He was the first manager of the grocery co-op in Anchorage formed by CAA, CAB and Weather Bureau employees to combat the high price of food in the mid-Forties, and then went into homesteading and fishing. His son, John, Jr., still maintains the fishing site at Kasilof. He has a married daughter in Anchorage, Mrs. Jerry Newell.

Mrs. Hoekzema and son Robbie left New York recently by boat to join Hoekzema in Ankara.

ANSWER

We lifted this from Civil Engineering, but R. Robinson Rowe who conducts the "N. G. Neare's Column" doesn't give answers. He just lets them stew. And so should the Mukluk. But there is an answer:

Old man Quintus was cute, but he sure handed young Cassius a mess of trouble. In his triangle in the center, Cassius was always having trouble with his brothers driving their herds, chariots and tractors across his land. Made him furious. So one day his wife said, "Non carborundum illegitimat!"* so he seized his sword and slew the trespassers and used the whole pentagon for himself.

*You'll never work this on a slide rule.

fect over the Arctic waste. We circled and found the Rhode party was not among them, and went on with our search. They were probably caribou hunters who had been flown into the area."

Fish and Wild Life planes, aided by the military, and the CAA whenever it can, continue to search. Rhode's party had ample food, firearms and camping equipment, and all three are experienced woodsmen. If they survived the landing, they could have fed and housed themselves and still be waiting somewhere for rescue. Strange rescues have been made in Alaska after a long time, and a rescue could still mark the end of this search.

MOSES POINT

THE NAVY!

Authoritative sources in London and Paris are claiming that the balance of naval power in the North Pacific-Bering Sea area has materially shifted. The U.S. Seventh Fleet, the Russian Pacific submarine Flotilla and the Siamese Navy have felt the fulcrum of power slip further west as a result of the astounding growth of the Moses Point Navy these sources say.

The Moses Point Navy, a recent development in the world power situation, has been a direct result of the efforts of the renowned naval genius, the hero of the Battle of Nome, Fleet Admiral Robert D. McDonald, STMGCR with clasp and bar. Admiral McDonald, sometimes known as the sea wolf of Norton Sound, launched the first unit of his fleet, a 20-foot canvas bottomed pocket battleship, in the fall of 1957. Constructed at the Sears and Roebuck Shipyards in Seattle, this pocket battleship is reputed to be powered with an atomic outboard that propels it at well over 3 knots. Janes, publishers of the highly accurate "Fleets of the World", credit this ship with a fire power on the order of 12 gauge.

Rapid growth of the Moses Point Fleet is indicated by the addition, this summer, of a 12-foot nuclear duck carrier and a 15-foot salmon attack ship. These vessels are believed to be commanded by Captain Clyde Wenger, AOS and Palm; and Lt. Commander Don Fuller, Foreman Mechanic and Cross.

A dubious addition to these vessels is an 8-foot submersible, already twice sunk, falteringly steered by Seaman W. G. Runnerstrom, AOS, Hook, Line and Sink.

The above mentioned authoritative sources also stated that the effect of this fleet on the far eastern situation was obvious but incalculable.

We were scanning the Scanner the other day -- that's the Region Two Mukluk, you know -- and saw some interesting items.

Larry Elliott, Region Two Administrator says about CAA employees that when it comes to supporting local civic activities, CAA means Citizens as Always.

MCGRATH

The McGrath Rod and Gun Club, organized this summer for recreational purposes and to give the children in the area an opportunity to participate in a directed activity, held its first annual Moose Rib Barbeque and Game Dinner. Menu included moose ribs, caribou roast, barbequed Dall sheep ribs and assorted complimentary dishes. Approximately 40 adults and 20 children from the station and the community were well fed.

Among the successful hunters in the CAA and Weather Bureau this season were Hollinger, Waterman, Ondra, Breighner, Bishop, Theno, Delf, Poorman, Hochreiter and Smith. The lockers are full of moose, caribou and sheep.

We welcome a new AOS Trainee, Warner Armbruster, his wife Susie, and their 4 children, from Ohio. Warner spent 2 months training in Anchorage prior to his arrival here.

Our new duplex is making the Poormans and Thenos happy, in spite of the lack of living room furniture...bus gas boxes aren't too hard.

We presently have 3 active student pilots, under the tutelage of AOS Larry Delf. Four of the fellows purchased an Aeronca Chief and are keeping it busy.

Our McGrath ant, a geometrically precise young fellow, and having just completed a navigation course with CAR, despite the fact he can't fly, prefers to think of the three sides of that room as a single plane. So he triangulates and goes 17.48 feet,

AIR CARRIER

Airworthiness Inspector Gordon Anderson is new at Air Carrier Safety District Office, Anchorage.

Another new face is Sally Kranz, Administrative Clerk to the Chief.

Norman W. Shrader of ACSDO-31 recently visited Washington and Hagerstown, Md., some say to thaw out--although winter isn't here yet.

Bud Seltenreich, Chief, Air Carrier Safety Maintenance Branch is attending the Fairchild, F-27 School at Hagerstown, Maryland.

SEATTLE

Barbara Riggs, Archie Gray, and Bob Moore, have bright and shining new station wagons. Bob Moore and wife Pearl took theirs on a late-late vacation to Reno and points in California and Oregon.

Ruth Mund and Al Clement cut their engagement short with a surprise wedding in Vancouver, B. C., on September 26.

Albro girls, lead by Aiko Yanagihara, enjoyed a sukiyaki dinner October 21, at Seattle's Bush Garden restaurant. Experienced sukiyaki diners wore full skirts and doffed high heels before seating themselves on the floor before low-placed tables.

Four Albro girls are including educational pursuits in their extra-curricular activities. Shirlee Sunderhoff is studying psychology at the University of Washington. Amy Pindall and Gladys Strzelec are enrolled in a course in interior decorating. Louise Borders is studying composition and literature.

Marjorie and Max Levine "won, placed, and showed" in Southern literary contests in October. Max's winning manuscripts included lyrics for "An Old French Song", and Marjorie placed first in a poetry contest sponsored by the book review editor of The Commercial Appeal, published in Memphis, Tennessee.

Grace Wynne has returned with the Mercedes-Benz which she purchased while abroad.

Hunter Oscar Rich got his deer during the recent hunting season, and considers his annual leave well spent on the trip.

Mary Lou Aquino met a deer, too, in a surprise encounter in the family basement. A member of the family had bagged the deer; and Mary Lou, who had gone home for the weekend, was not aware of the deer's presence until she met the deer carcass nose-to-nose, so to speak, the the dark basement.

Verna and Red Unti attended home-coming activities at Whitworth College in Spokane recently.

One glacier in Alaska is as big as all of Switzerland.

The Mukluk Telegraph

S T A F F

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