

CIVAIR CLUB DANCE SET FOR AUGUST 15

ALDRIDGE AND CULVER GET
PERMANENT APPOINTMENTS

PARTY AT AMBASSADOR CLUB
WILL BE "INFORMAL" AFFAIR

Permanent appointments of H.E. Aldridge as superintendent of the Communications branch and U.M. Culver as chief of the Planning and Control staff were received in the regional office June 29.

The two men were appointed to their respective positions on an acting status in April following the transfer of J.H. Tippetts and A.E. Horning to Washington.

MOVEMENT OF CAA OFFICES ONCE AGAIN POSTPONED

Movement of some 20 CAA offices into the Loussac-Sogn building has once again been postponed, although it is expected it will be accomplished some time in August. Constant delays in materials have postponed completion of the building regularly every month since early spring.

It is also expected that an announcement will be made sometime in August regarding the reshuffling of offices in the Federal building, quonset huts and CCC buildings to utilize space vacated by the moving offices.

PICNIC WELL ATTENDED

More than 150 CAA outdoor enthusiasts enjoyed the Civair 8 Club picnic last Saturday at Lake Spenard. Water sports and a sumptuous pot-luck dinner were the highlights of the affair.

A second Civair 8 Club dance will be held Friday, August 15 at the Ambassador Club in answer to many requests by CAA personnel for a repeat of the very successful dance the club sponsored in April as its first activity, according to Marjorie Chamberlin, club secretary.

A.V. Carroll, Operations Inspection staff, has been named general chairman of the affair.

The dance will be "informal," which in this case means dressy short cocktail or afternoon dresses, according to Miss Chamberlin.

Music will be furnished by the Don Smith Trio, regular musical combination at the night spot.

The committee has reserved the club's dance floor from 8 P.M. until 1 A.M. and is planning a form of preliminary entertainment prior to the arrival of the orchestra at 9 A.M. The Ambassador Club, which has been newly-decorated, is located at Fifth and C. streets.

Other committee members for the dance have not yet been appointed. Further details about the affair will be furnished Civair 8 Club members by memorandum prior to the dance.

The club's April hard-times dance was held in the ARK and was attended by more than 300 people.

MUKLUK TELEGRAPH

Published by Eighth Region
CIVIL AERONAUTICS ADMINISTRATION
Anchorage, Alaska

July, 1947
Botty Graves, Editor

Vol. 5, No. 7
Ref. & Phone No., 120

G. I. FLIGHT TRAINING HAS SET-BACK

By VIRGIL D. STONE
Assistant to Administrator for Personal Flying

On June 30 two flight training schools in Anchorage closed their doors to their GI students, the Jack Carr Flying Service and United Aeromotive. Principle reason: no contract for the fiscal year 1948.

Efforts were made by local Veteran Administration officials to have these schools continue training on Memorandum Agreements subject to later approval of contract, but these two schools, and possibly others over the territory from whom we have not yet had a report, said, "no scap."

One operator says it takes from 60 to 90 days after flight training is given a student before he is actually paid by the government. There is no telling when the 1948 fiscal year contracts may be approved, he says, consequently he cannot afford to continue going into the "red." His pilots and mechanics have to be paid and Memorandum Agreements wont suffice to pay for gasoline, oil and repair parts.

A bank loan is also not an easy thing to obtain these days. If you doubt that, just try it and see. Moreover, this idea of paying 8% on money that you would not have to borrow if the "Accounts Receivable" were within reasonable limits, especially with a small margin of profit at best, means but one thing, a temporary shut-down.

Although perhaps 150 to 200 students are affected by these temporary shut-downs as well as many others on a long waiting list, we are hoping that the closing order will soon be lifted by early receipt of contracts. If it runs on too long it will have a most serious effect on GI flight training in Alaska.

To make matters worse, Mr. Carr who operates the only commercial school for GI's here has been operating on a Memorandum Agreement for four months and still has no contract. This sort of thing runs into money fast.

We have written our Washington office to see if the Assistant to the Administrator for Personal Flying Development can be of any assistance toward speeding up the Veterans Administration, both in the matter of contracts and on contract payments to schools.

PERSONAL FLYING DIRECTOR VISITS PILOTS IN TERRITORY

Following a recent tour of a number of communities in the territory to get down to the "grass roots" of the personal flyer, Virgil D. Stone, Assistant to the Administrator for Personal Flying, reports that the main gripe of all operators is the length of time it takes to be paid for flying training given under the GI contracts. Otherwise the interest in this type of training is holding up well.

Flying an L-5 Stinson, Mr. Stone visited, among other places, Summit, Fairbanks, Manley Hot Springs, Tanana, Galena, Moses Point, Nome, Kotzebue, Unalakleet, McGrath and Farewell.

The CAA has many employees at some of its isolated stations who desire to take advantage of flight training, either under the GI bill or for cash, he reports, but are unable to do so because no schools or instructors are available.

Mr. Stone was interested to note that a small number of CAA personnel at Gulkana and a larger number at Northway have been taking training by two "roving pilots" operating under the supervision of a local Anchorage school. It is his understanding that most of these students have already soloed and that some of them at Northway are about ready for their private pilot's tickets.

The personal flying director suggests that CAA flyers from the Gulkana and Northway stations send in a first-hand report to the MUXLUK of their flying activities.

PLETT TESTIFIES ON AIRPORTS

Walter F. Plett, Regional Administrator, left Anchorage July 11 to fly to Washington, D. C. to testify before a Senate committee on the proposed eight million dollar airport for Anchorage and five million dollar field for Fairbanks. He will return this week.

REGIONAL OFFICE SADDENED BY DEATH OF GLENN SMITH

Eighth Region personnel were saddened this month by the death of Glenn Smith, of the Standards and Compliance Section, Plant and Structures, who died at Anchorage Tuesday, July 8, at Seward from a heart ailment contracted the past winter. He would have been 42 years old in August.

Mr. Smith is survived by his wife, Nancy, and 14-month old son, Glenn Brooks, jr., who live in Anchorage. His funeral was held July 10 in the Elks Hall.

Born in Brownsville, Ore., Mr. Smith came to Alaska to Nome in 1936. He began working for CAA at Gambell in 1942 and a short time later was transferred to Nome as a station mechanic. He came to Anchorage with the CAA in April, 1944, as a principal general mechanic and was appointed to the position of mechanical maintenance inspector, which he held at the time of his death, early this year.

Mr. Smith went to the States for medical treatment the last part of March and returned with his family over the Alcan Highway, arriving here the first of June. A short time later he entered the hospital at Seward.

Mrs. Smith plans, at present, to continue living in Anchorage.

JUNEAU OFFICE ESTABLISHED

A Juneau District Office of Safety Regulations was established in the capital city the first part of June by the Airman, Aircraft and Flight Operations Branch and W. J. O'Brien has been stationed there as aeronautical inspector, according to Burleigh Futran, Branch Superintendent.

Isabelle Funk, a transfer from the Veterans Administration in Juneau, has taken over clerical duties in the new office which was established in order to take care of the increased safety regulations work in that area.

CAA PINS RECEIVED FOR 325 EMPLOYEES

Approximately 325 CAA pins, ordered about eight months ago, have been received in the regional office and are now being distributed to those who ordered them.

One pin with a ruby jewel, for those who have been with CAA from 20 to 25 years, is included in the order. It is for Ralph Jennings, chief communicator at Petersburg.

The order also includes nine pins with three stars, for CAA employees with from 15 to 20 years service; 25 two-star pins, for from ten to 15 years; 87 one-star pins for from five to ten years and 201 plain pins for those with five years or less service.

Those receiving three-star pins are: A.D. Hulen, superintendent of the Operations branch; J.M. Fowler, Contract and Procurement; G.A. Whittaker, chief of the Operations division; G.W. Trudeau, chief of the Mobile Aeronautical section; G. L. Hackenberger, maintenance technician at Fairbanks; Carl Bunnell, former chief of the Westward Maintenance section, since transferred to another region; S.B. Renn, assistant chief of the Plant and Structures Maintenance division; M.H. Young, superintendent of the Warehouse and V.E. Huffman, maintenance technician.

The pins, gold filled emblems in the shape of wings, may be ordered by any CAA employee. Each type comes in two styles, a regular pin and a lapel pin. They all cost \$2.38 with the exception of the jeweled pins which are \$4.38.

In the future orders will be handled by Marilyn Wissler, Business Management secretary, Ref. 170. The next order will be sent to Washington as soon as enough individual orders have been received in the regional office. Pins must be paid for when ordered and it is re-

HEARTS AND FLOWERS

Marriages:

Grace Murphy, Plant and Structures, became the bride of Edward Craig of the Air Freight Depot June 20 at a ceremony performed in Anchorage.

Ken Kellner, Plant and Structures Construction division, was passing out cigars and candy Monday, July 7, following his return from a honeymoon at Mt. McKinley Park. He was married June 30 in Anchorage to Gertrude Hansen who is employed in the district clerk of the court's office.

Engagements:

Evelyn Fowler, petite Stude-Mail and Files girl, is planning a summer wedding late this month or early in August to Jess Komberger, handsome six-foot-one engineer on an Army Transport Service LT boat.

Billye Field of Plant and Structures' Material section became engaged to Johnnie Triber of the Alaska Railroad May 31. They are building a home and plan a November wedding upon its completion.

quested that personnel ordering from the field enclose money orders instead of personal checks.

Since this most recent order was placed many employees ordering pins have been transferred or have resigned. An attempt is being made to send all of them to currently correct addresses, although a few are apt to get mixed up. It is requested that any stations receiving pins for people who have since been transferred forward them to those who ordered them.

EIGHTH REGION STAFF GETS NEW AIRCRAFT INSPECTORS

Five new aircraft and air carrier inspectors who arrived here from the Washington office during June have been added to the staff of the Airman, Aircraft and Flight Operations branch.

They are Leonard J. Miraldi, aircraft inspector; George E. Laird, air carrier maintenance inspector; and John C. Bowen, A. Leighton Coulter and Ervin M. Skousen, air carrier inspectors. All of them are veterans and this is the first CAA assignment for three of them, Mr. Miraldi, Laird and Skousen. Mr. Bowen and Coulter were transferred here from the Washington office.

All of the new men will be stationed in Anchorage except Mr. Bowen who will be sent to Fairbanks or Juneau.

VHF SURVEYS CONTINUE

By MIKE PETERSON

VHF survey crews are now engaged on the last link in the Anchorage-Annette Island circuits and are at present working at Lituya Bay, Yakutat, Yakataga, Katalla and Hinchbrook Island. Supplementary tests are also being made from Yakutat to Gustavus direct.

During the past month satisfactory tests were completed at Gustavus, Soapstone Point, Emmons Island, Sitka and Lituya Bay.

Personnel assignments are: Lituya Bay, Frank Prince, John Schairer and Emmet Boone; Yakutat, Irving St. John Yakataga, Ted Young, John Easley and Philip Stern; Katalla, Parker Negus and Robert Mead; Hinchbrook Island, R.T. Walker and Gustavus, Larry Gourlie.

Upon completion of these tests, crews will move to the Yukon River area to complete the link between Tanana and Bethel.

SELMER HOLTE'S ASHTRAY OBJECT OF CORRESPONDENCE

"Everyone to his own taste," the old saying goes which was aptly demonstrated this month in the office of Selmer Holte, property management officer.

Mr. Holte has a unique yellow pottery ashtray on his desk in the shape of two delicate feminine hands cupped upwards to form a container for the ashes. On coming to work one morning he found on his desk a note written on scratch paper containing the following opinion:

"I hate this ashtray. Brrr!! I feel creepy every time I see it.

--Scotty (Janitress)"

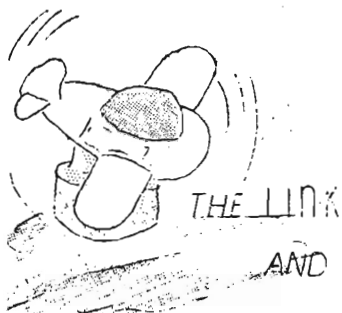
The following communicator appointments and selections recently have been made:

APPOINTMENTS

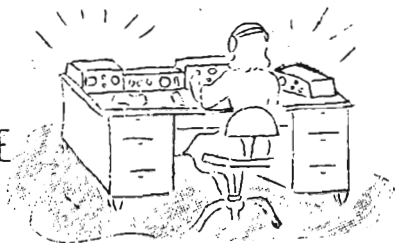
Coyte D. Huffman	HQ
Joseph Zelinka	UB
- Clarence Estes	WH
Carl Williams	FZ
Asa Proffit	KD
- Richard Dempsey	KD
Marshall Thrash	KD
Frank Toon	UW
- George Scott	UW
Paul Noland	UB
James Russ	YO
Harry Carter	NE
Hilleary Barrott	HQ
Robert Terry	HQ
Jack Broome	HQ
Fritz McCoy	UW

SELECTIONS

Vincent Speer (as CACOM)	OF
Shirley Mewissen	JE
Richard DeFord (analyst)	CEMO
Lillian White	FX
Ward Thompson	HQ
Florence Thompson	HQ
Virginia Schraeder	VY
Ernest Beach	VY
Arthur Koskey (as CACOM)	TW



AND LORRAINE



There is a pretty little redhead out of the Communications building who has taken a considerable number of CAA personnel for a ride during the past year. Her name is Lorraine Nelson and she is operator of CAA's link trainer.

From a massive green metal desk covered with innumerable dials and knobs, a slight, smiling young lady is high in the air. She is high in the air because of the problems of flight instruments confronting trainees inside the link trainer on their mythical flights around the territory.

The trainer is a chubby model airplane mounted on a pivot which allows it to simulate the motion of an actual airplane in flight. It can even go into a spin when the registered air speed falls off efficiently. It is equipped with all the basic flight instruments of a regular airplane and is used to familiarize CAA personnel with the problems of pilots in instrument flying.

After learning the basic procedure of flying a plane, Lorraine teaches the students the use of instruments from the radio to instrument landing system equipment. For final tests upon completion of the courses, she closes the hood over the cockpit and sends the student on an imaginary flight entirely without instruments. He must take off, follow a prescribed route and get in position for a landing at his destination.

The instruments in the trainer are duplicated on Lorraine's desk, along with the dials to produce wind and "rough weather" with which the student must cope during his flight. Both the trainee

and Lorraine wear radio earphones and Lorraine becomes operator of all the radio towers along the designated mythical route.

Miss Nelson is no mere text book flight instructor, for the slim young woman with the soft red curls was a test pilot with the WASPS during the war. From June to December, 1944, she was one of 12 women of the Women's Air Force Service Pilots who test-hopped twin-engine Cessna Bobcats at the Pecos, Texas, army airfield.

The Cessnas, UC-78's, were used as training planes for cadets at the airfield. When the planes developed trouble, the WASPS test-hopped with the mechanics to find the difficulty, and checked them out again when they were repaired.

Lorraine chalked up some 600 hours of flying time and obtained an overland commercial pilot's license for single and multi-engine planes during her war service.

The attractive link instructor learned to fly in her home town of Glasgow, Montana, where she obtained her private pilot's ticket. She went to Napa, California, in the fall of 1940 because flying was cheaper on the Coast and got a job with the Navy. With the bombing of Pearl Harbor that December all airfields on the Coast were closed to private flying, however.

Unable to get into the WASPS early in the war because of the requirement of
(Continued on next page)

(Continued from page 6)
200 hours flying time, Lorraine joined the WACS in February, 1943. Ironically, the day she was inducted into the WACS requirements for the WASPS were lowered to 35 hours and she was eligible.

Sent to Randolph Field, Texas, in the medical corps, Lorraine says she spent most of her spare time in the WACS "trying to get out of it and into the WASPS."

The opportunity came in August when the WACS were taken into the regular Army and the women were allowed to resign if they wished. Lorraine did so and promptly went to Washington, D.C., to try in earnest to join the WASPS. She managed to get appointed to the April, 1944, training class and went home to wait.

She arrived in Montana the day before a letter informing her there was an opening in the November, 1943, class and she hustled off to Sweet Water, Texas, for her six month WASP training.

When the WASPS were disbanded on December 20, 1944, Lorraine went home to Montana, but her taste for adventure was still unsatisfied. In February, 1945, she went to Seattle and trained for six months as a CAA aircraft communicator, and in September was sent to Gustavus, Alaska. She served as an ACCOM there until September of 1946 when she came to Anchorage as link trainer instructor, succeeding Doris Anderson, also an ex-WASP and ex-communicator.

Although she looks more like 17, the comely link teacher is 27 years old. She is unmarried and lives in the old Pan American dormitory. She has been Outside for three short trips since coming to the territory, and at present has no definite plans about the future.

Teaching link training is interesting and unusual, according to Lorraine. Most of the CAA personnel like the courses and learn surprisingly fast. Her only near-casualty occurred when one woman

fainted as the hood was closed and the trainer began its realistic tipping and bouncing.

On the other hand, a group of women teachers at a convention in Anchorage some time ago enjoyed the link rides so much they clambered into the model plane with the gusto of riding amusement cars at a carnival.

Biggest navigational hurdle is the altimeter which begins registering at 500 feet below sea level. Many of the new students eagerly begin performing their navigational problems on their mythical flights while they still have the plane underground.

All of the students finish the course with a greatly increased respect for the many problems facing a pilot while flying on instruments, Lorraine reported.

The Eighth region offers three standardized CAA link training courses for eligible personnel, a Familiarization Course of five one-hour lessons, a Basic Course of 25 lessons and an Advanced Course which includes the Basic Course and 14 additional lessons. Text books are issued for the courses and certificates awarded upon their completion.

Those taking the first course are persons whose job does not require intensive flight instrument training but for whom a familiarity of the problems involved will be helpful. Radio Engineers and technical maintenance men form a large part of this group.

Aircraft communicators, tower operators and others who work directly with aircraft in flight may take the Basic Course. The Advanced Course is offered mainly for CAA personnel on flight status.

Personnel in these capacities who have not yet taken advantage of link training may apply for one of the courses through the Performance Standards staff of the Operations branch.

FAIRBANKS

CONTROLLERS ENJOY SUMMER

The merry month of June brought forth tremendous outbursts of energy stored all winter by the FX ACTers.

These summer spare-time activities take the form of gardening, boating, fishing, swimming, etc.

Chief ATC Smith's garden has been judged the best in the neighborhood. Boy can that man irrigate! Smithy says, "It's the irrigation that makes the difference. When you water, you get the tops, but when you irrigate, it's the roots that get the water."

If you have any gardening problems, write and Smith will help you--he'll enclose a diagram of Smith's Irrigation System to anyone sending a package of radish seeds.

When not gardening, the chief runs his little 16-foot boat up and down the nearby rivers. He has all the channels in the Chona spotted and has ventured as far as the headwaters of the Tanana.

Some members of the center and tower crews went fishing in the Chatanika. Not many fish were caught, but you don't have to catch fish (hick) to have a good time.

The long awaited arrival, Chief Red Light, formerly of Merrill Tower, arrived via O'Harra bus to augment the center staff. He brought tales of 35 pound lake trout being taken at Faxon Lake. Now that "Kap" is here, "Chub" Dickens soon will be departing for the Albuquerque center.

Kap says he didn't know ATC could be so much different than a tower but thinks it's pretty nice to get a chance to sit down after squinting light at the local flights in Anchorage. He also likes the Saturday night parties at the Donali homes.

(Continued on next page)

ANCHORAGE ASTERISKS

Remember last month's column? We announced the advent of "The Listening Post--600 on your dial." Shortly thereafter we learned it was a carrier operated system, "wired wireless," which explained the lack of radio call letters. However, after about ten days' operation the FCC decided there was violation of regulations, the Communications Act of 1934 or something. The Listening Post is strictly listening now, but we understand protest is underway. Carrier system or not, it did definitely cover a radio channel on local receivers, but for my money it was a welcome choice over some of the programs from ye "Voice of the Golden North."

A highlight of the month: Al Hulen presenting the city a wading pool in the name of the Lions Club, and a fine photo in the daily rag. Located on the old golf course just off E. street, the kids go to town those warm days. Wish you were a kid again!

Of course, the big doings were the 4th of July celebration, preceded by the American Legion convention in Anchorage. The latter was in every way successful, and mostly orderly (UG papers copy). Can it be that Alaskans can drink without becoming too obnoxious? Ask a sourdough. The 4th was replete as usual with grand parade, many floats and CAAer S.B. Renn and daughter riding horses as only deep Southerners can do. All kinds of races for the young and the not too old--not me. CAAer Yonney's girl, Mary, made a mark in the bicycl. races. A successful and pleasant long weekend, we would say.

CAA visitors to this city on this 4th were CACOM Bob Fingold and charming wife from Cordova and ACCOM Carl (Dusty) Rhodes from Fairbanks (mostly on Legion business). There may have been others, but "I don't get around much anymore."

(Continued on next page)

CAA OFFICIALS ABCARD PROVING RUN TO ORIENT

Two Eighth region safety regulation officials and five CAA men from the Third region, including George Vest, regional administrator, were passengers on a Northwest Airlines proving run to Tokyo and Manila which left Anchorage June 23 and returned July 2.

L.R. Seely, chief of the Flight Operations division, and Frank Fuqua, air carrier radio inspector, represented the Eighth region on the flight which went from Anchorage to Shemya, Tokyo, Shanghai, Manila and return. Third region flight operations personnel aboard were Robert Simons, Harold Tanko, Henry Curtis and Charles Wortman.

An interesting sidelight on the Anchorage housing situation the week of the Fourth of July is the fact that the plane, arriving in Anchorage in the middle of the afternoon after a one-stop flight from Tokyo, had to proceed on to Minneapolis at 8 o'clock the same night as accommodations could not be found for the traveling officials.

"This pen leaks," said the convict, as the rain came through the roof.

FAIRBANKS

(Continued from page 8)

Local Dorali Apartment dwellers bade "Vince" Spoors a sad farewell at a neighborly goodbye gathering. With deep emotion, sentiment and spirits, we said "Farewell, Vince, good luck at your new station, Kodiak."

ANCHORAGE ASTERISKS

(Continued from page 8)

Anchorage's proposed new airport, paving, water and sewer projects, for which bond issues were voted, struck a snag it seems when bids were invited for handling the bond sales; and many a bid received...So, you all next month.

GENERAL COUNSEL HERE; HAS POOR LUCK FISHING

Richard E. Elwell, general counsel for the administrator of CAA, was a visitor at the regional office from June 27 to July 2 during a tour of several CAA regions for examination of airport procedures and general inspection of regional attorneys.

A conference covering enforcement problems was held in the regional administrator's office Monday, June 30, and was attended by all available aircraft and air carrier inspectors and operations officials.

CAA's top legal counsel is reported to have left the territory with somewhat of a fishing record established. During a weekend angling visit to Maknek Mr. Elwell got not even a single bite.

Wife: "Goodness, Alvin, this isn't our baby!"

Alvin: "Shut up, this is a better carriage."

"You're the first girl I've ever kissed," he said as he shifted gears with his knee.

JINGLE JOLTS PERSONNEL

The following jingle, belatedly brought to light, was penned by Gail Kosbau, secretary to the Operations division chief, in an inspired effort to jolt Operations personnel into compiling necessary data for Regional Administrator W.P. Platt to take to Washington on his trip a few months ago:

MR. PLETT GOES TO WASHINGTON
Though you'd rather go on a bender,
We mustn't forget the agenda,
So get busy, my dears,
Or I'll box all your ears,
Let's get the stuff in by the days end!

NOME REPORTS ON MANY THINGS

NOME, July 4. We apologize to MUKLUK readers for not getting out a report in the last issue. All our entries don't seem to get in. There must be a set of codes and standards in the MUKLUK office (Ed note: It must be the post office department that is censoring. We didn't get a June release from Nome.)

The weather has turned sour after a very nice season. And in the Nome lash-up we report as follows:

Glenn Fossett, our new senior communicator friend from Bethel, is now resting his dogs on the chief's desk for a spell. Thanks a lot, Bethel. He's your loss, our gain.

Zelda Sims carries on as daywatch stupidvisor. Though she never bites, some female sent her back to us from a furlough in Anchorage sans one of her incisors ("corn chompers" as they call 'em in Missouri). She lisped only a day or two then a local medicine man plugged the gap with a hunk of scrap ivory. Lately she's been cussing those earbanging maintenance men for leaving their gear lying around her desk. They are trying to gather up the teletypes into a more convenient huddle. Every time she turns around she falls over something or someone.

Betty Seiffert did some sweating it out last weekend. She and Bob Schmidt were going Outside for a well-earned vacation in Bob's Ercoupe. The engine didn't want to go and it held them up for a couple of days, causing aforementioned sweats. They finally got off, Bob filing flight plans for North Dakota, Betty to be jettisoned over the Montana cattle country. Bob is chief communicator here, Betty does everything around the station, lends an ear to our sob-stories.

Lola "Red" Larson, our Minnasoota representative, had her umpteenth birth-

day yesterday. The gang converged on the Bering Sea Club in her honor. Your reporter had to work but she promised there would be more joy juice coming in on the next boat.

We'll let the Anchorage Asterisks cover Fran Abbott. We won't be responsible for her this time. We miss her as well as need her, so please send her back ASSAP.

The cause of all the crowding in the CLMO's office has been Blanche O'Connor who is Jim Whitney's secretary and steno. She is a very appropriate office fixture, but Mr. Whitney is a quiet, peace-loving man who thinks the activity is too much for him. He wants to go away to Homer.

The daywatch has all the pulchritude so we find Jeff King there who came recently via Oklahoma City. He claims he muscled in on the daywatch because 303 needed a hot bug artist to move the heavy traffic. Did we mention muscles? Hubba, hub-ba!!

Don Ferguson came a few days earlier. He's the big wheel during evening hours. When he has time he cooks up a very delicious pot of plasma for his boys. He appears to be shy, but we think it's the hard-to-get strategy. He ain't a talker.

Rue Stears hasn't defamed himself as yet. Of course we aren't speaking for CEMO (Central Monitor office). He cooks for the bachelors, guards the icebox and seems to be the most successful fisherman.

Frod Epler is still with us. He can answer any question on electricity and electronics. An old Coast Guardsman, he has passed more lighthouses than you've passed fenceposts. He put in time on Middleton Island with the CG. Perhaps
(Continued on page 30)

THE PILOTS 23RD PSALM

(To those of us who fly, I would like to pass on some material given to me by an old army pilot. --AJK, Nome.)

As the telephone operator who giveth the wrong number; so is he who extolleth his exploits in the air.

He shall enlarge upon the dangers of his adventure, but in my sleeve shall be heard the tinkling of silvery laughter.

Let not thy familiarity with airplanes breed contempt, lest thou become exceedingly careless at a time when great care is necessary to thy well-being.

My son, obey the law and observe prudence, spin thou no lower than fifteen cubits nor stunt above thine own domicile, for the hand of the law is heavy and reacheth far and wide throughout the land.

Incur not the wrath of thy instructor by breaking the rules; for he who maketh right-hand circuits shall be cast out into utter darkness.

Let not thy prowess in the air persuade thee that others cannot do as thou doest, for he that showeth off in public is an abomination unto his fellow pilots.

More praiseworthy is he who can toucheth tail-skids and wheels to earth at one time than he who loopeth and rolleth till some damsel stares in amazement at his daring.

He who breaketh an undercarriage in a forced landing may in time be forgiven, but he who taxieth into another plane shall be despised forever.

Beware the man who taketh off without looking behind, for there is no health in him; verily I say unto you, his days are numbered.

Clever men that heed the reproofs of their instructor in the same wise, one like unto another with witty jest, confessing their dunoness and regarding themselves with humor, yet they try again, profiting by his wise counsel and taking not offense at aught that has been said.

As a postage stamp which lacketh glue, so are the words of caution to a fool; they stick not, going in one ear and out the other for there is nothing between to stop them.

Hear instruction and be wise, and refuse it not, thus will thee fly safely; length of days and a life of peace shall be added unto thee.

BRIDGES CHOSEN INSTRUCTOR

FOR THE OKLAHOMA CENTER

Herbert Bridges, recently chief aircraft communicator at Annette Island, has been chosen as an instructor on the staff of the Communicator Training Section at Oklahoma City to assist in preparing Alaskan appointees for duty assignments in the Eighth region.

Mr. Bridges entered the CAA at Buffalo Valley, Nevada, in October, 1938. He came to Alaska in June, 1940, entering duty in the Eighth region at Petersburg. After having subsequently served as assistant chief aircraft communicator at Annette Island, he became a communications inspector in the regional office in July, 1942, and remained in this capacity until the fall of 1945.

While an inspector, he was first assigned to the newly-activated Anchorage Communicator Training Center which was organized to administer basic training to persons interested in aircraft communications work. Upon discontinuance of the Anchorage Center and removal of Eighth region training activities to the Seattle training center, Mr. Bridges became chief of the War Measures and Procedures Office.

With the end of the war the existence of this office was no longer required, and Mr. Bridges became chief communications analyst in charge of Central Monitoring, where he remained until January of this year.

Having at one time basked in Alaska's southland when he first came to the territory, he decided he wanted more of the same and once again became chief communicator at Annette Island. The comparatively recent establishment of a school on the CAA reservation there made it possible for Herb to resettle at Annette and have educational facilities for his youngsters.

Bridges departed from Annette Island June 29 to take up his new duties at the
(Continued on next page)

SITKA

GETS QUARTERS PRETTIED UP

SITKA, July 4. Another month has rolled around and is shot to be -- (Ed note: ah, ah) so once again we'll try to make the deadline.

There has been considerable activity hereabouts during the past month what with getting our quarters painted, the MTIC moving a couple of 25,000 gallon oil tanks to Biorka and the arrival of a new communicator.

Our quarters will really look OK when finished. Outside the colors are cream, trimmed with green. The skirting around the house will be gray and the roofs stained red. They are also being completely redecorated within. The outside color scheme is slightly different than the regular field station colors but will conform to the general pattern and color scheme of the Alaska Native Service, from whom we rent. What we have been wondering is this: who thought up the gray color for our kitchens and bathrooms?

MTIC Marchant has been pretty busy the last couple of weeks getting two 25,000 gallon oil tanks moved from Sitka to Biorka Island which when once filled will alleviate the problem of hauling oil during periods of bad weather.

We now have with us Gerry Laird and family, formerly of Tanana. Welcome folks, hope you'll be with us for a long time. We would be very much interested in knowing when we'll get a couple more ACCOMS so we can get off the ~~14~~ 56-hour week. Upon Gerry's arrival Wally Volz took off on 26 days annual leave to get caught up on his fishing, etc.

All last winter we were under the illusion that we were getting our quarters rent free as from August 15 last year until June 1 we paid no rent. Someone finally got wise and, lo and behold, they took it out of our last two checks,
(Continued on next page)

STUART WILLIAMS RETURNS FROM TRAINING CENTER JOB

During May and June an instructor for special detail was required in the Communicator Training section at the Aeronautical Center in Oklahoma City. Stuart Williams, who at the time was occupying a temporary position in the regional office with the Performance Standards staff, was chosen for the detail.

The special assignment now completed, Williams has returned to his former position as overseas communicator at the Anchorage station.

Asked how he liked Oklahoma City, he replied, "I am a cold weather man," which, in an allusive sort of way, describes the current weather in Oklahoma.

BRIDGES CHOSEN INSTRUCTOR

(Continued from page 12)

Aeronautical Center where he will become a co-instructor with Ray Okerlund in the pre-job training of Eighth region communicators. Mr. Okerlund is also a former Eighth region employee, having been chief overseas communicator at the Anchorage station.

SITKA

(Continued from page 12)

which sort of cramped our style for a short time. We're caught up now, tho, so it wont be so bad from here on out.

With this we'll sign off and get it in the mail before any after-affects of 4th of July celebrating show up.

--The 4th Sitka Drip

WANTED:-

Cartoonist for the MUKLUK. No pay, but lots of appreciation. Anyone in the regional office who can rough out cartoons of figures and faces is badly needed for illustration work. If you can cartoon at all, it will be easy. Please contact Betty Graves, MUKLUK, phone and reference Nos. 120.

PLANS FOR ALASKA GROUP OF IRE UNDERWAY HERE

Radio engineers and technicians in CAA will be interested to know that an Alaska section and region of the Institute of Radio Engineers, Inc., is being organized in Anchorage and that applications for charter memberships are now being received.

Minimum requirements for an Associate membership are that a person be 18 years old or more and interested in radio engineering. It is not necessary to be a college graduate or an engineer for this grade of membership which gives all privileges except voting in national elections, holding a national office or holding a regional chairmanship.

Other grades of membership are Member, Senior Member and Fellow. Dues for an Associate are \$7 a year and for other grades, \$10 a year. This includes a subscription to the IRE's monthly magazine "Proceedings." Entrance fee for all grades is \$10.

Further information about the IRE and application blanks may be obtained from Dan W. Crockett, AIRE, of the Anchorage transmitter, home phone Pain 543, or Ralph E. Walker, MIRE, radio engineer, Communications branch.

The IRE is not primarily an amateur society, but rather an organization devoted to the advancement of professional radio engineering and the arts and sciences pertaining to it, according to Mr. Crockett, who says that many of the technical details and advances of radio were first presented as papers before fellow engineers at section meetings of the IRE and later published in its magazine "Proceedings." There are 16 Alaskan members at present.

An organization meeting has been called for 8 P.M. Wednesday, July 23, in Room 15 of the High School to which all prospective members are invited.

TROUBLED CHIEF WRITES TO DAPHNE DARLING

McGrath, June 6

Dear Daphne:

I hope you do not mind if I call you Daphne, on account of I read your column the first thing each month and feel like you are an old acquaintance.

Maybe you can find a solution for my troubles which began about a month or two ago when I had to forget my dignity as a chief and start standing watches, chiefly because of this new-fangled idea of pampering the help by giving them annual leave.

Now I will admit that I am no longer the spry lithe young sprig I used to be, and besides, sitting in a swivel chair with your feet on a desk and explaining what a whizz you were with an open spark and pump-handle key does not make you much quicker. Anyway, I don't think all this potato whiskey and sourdough beer has got the vitamins that the good old bathtub gin I was raised on used to have. And I realize that these young squirts on the circuit have got more important business, like making time with the pretty girl in the weather bureau, than to waste their valuable seconds waiting for me. But then, it seems to me, that when I was a young fellow they beat it into our skulls that we were supposed to be fast, but also to convey a little information at the same time.

What happens almost every day is this -- I come down to work feeling peaceful and full of the milk of human kindness, salmon bellies and sourdough juice, and sit down at the circuit. First thing, I swing around in a leisurely sort of way and start to look over the log. About that time somebody opens up and starts saying "CQ SPL." That's OK, I am within easy reach of the switch so I will wait until he starts to dot and then turn around and get his special, because the B Book says he has to dot five seconds and I can reach that switch easy in five seconds.

So he CQ's for a minute or two and fumbles around with his tape for another minute or two and then all of a sudden -- "Bzzp!" and there goes the special. I get the machine on just about in time to catch the visibility. Evidently this guy is too efficient to waste those valuable five seconds dotting.

Well shucks, I think, he will probably send it again, or anyway I can ask him IMI, so I go ahead and put down what I got and wait for the other guys (who are faster than me or else liars) to get done Rogering so I can tell him I didn't get it.

Pretty soon everyone else gets thru Rogering on top of each other because they are young and impatient and don't see much sense in sitting around waiting their turn and I wrap my fingers around the key and start to ask him "CQA."

But I don't get a chance because that boy is right on the ball and is in there a split second ahead of me wanting to know why I didn't Roger along with the rest. How he can tell who Rogered and who didn't, I don't know, but he says, "KMZH KMZH KMZH KMZH V KXXX KXXX KXXX KXXX INT QZM QZM SPL INT QZM SPL K K K K."

All this time some other guy at KAAA has been sitting with his fingers jittering up and down on his key and just can't wait a second longer or he'll bust. One milli-second after KXXX gets that last "X" out, or maybe even before, he starts CQing with a SPL.

OK Bud, I think, I'll fix you. I'll turn on the machine right now and be sure to get this one. So I turn it on and watch him CQ for about five minutes. Now that he has the circuit he isn't in such a big hurry, or maybe he is just foresighted and is holding the circuit with one hand while he punches up his tape with the other so as not to waste

(Continued on next page)

Editor's note: Daphne Darling, confident of millions and regular contributor to MURLUK, must have been very busy this month as she did not submit a column. We trust this vital letter from Chief Slone will give her something to work on for the next issue.

any valuable time when he gets it punched. He finally quits CQing and then waits about two more minutes and the tape keeps reeling off nice and blank and clear.

Then I think maybe he isn't going to send it after all, so I shut off the tape and just then "Bzzp!"---and away he goes. This time I have my finger right on the switch and I get it on in time to catch the SPL NR, but miss the designator. This guy doesn't believe in wasting five seconds worth of dots either, or even two-tenths of a second. By the sound, he had about three dots on the start of that tape.

Well, I think, right after he gets done I will jump in and ask KXXX for the first SPL and then get a rerun on this one. Just sit back and take it easy, Bud, I say to myself, don't get excited now, these boys will get over this playing around and settle down pretty soon. They are just young and high-spirited.

By this time I have about 50 feet of tape reeled out on the floor trying to catch two feet of KAAA's special, which I did not catch. I start to roll it up just as the circuit clears for a second, and I grab for my key. But KXXX is too fast for me again and is in there for about five minutes asking me did I get his special. Just then the tape ties itself neatly into half a dozen lovers' knots around those fancy knobs they put on the front of the tables to catch the tape and breaks in three places. I patch it together and find it is inside out when it hits the bridge. KAAA is also wanting to know did I get his special and

KBBB is sending an CP on top of both of them on account of it is very urgent and he can't wait any longer. He is going to get it off his chest now and if the guy he is sending it to doesn't get it because of QRM that is just tough luck.

This goes on for eight hours and I still haven't got KXXX's special when I go off watch. Besides, by that time I don't give a good tinker's damn if I never get it, or anything else.

Now my problem is this:

A) Should I wire the RC to send me an ERAC in a hurry and retire in quiet confusion to my desk;

B) Should I start eating delicious Cream-of-Whent in order to improve my nervous coordination; or

C) Should I do what I would like to do and get me a good hickory pick-handle and start playing "Donnybrook Fair" on some of these peeples' skulls in hopes of stimulating what brains they've got into activity?

However, they are mostly too far out of reach, and probably half of them are these high school girls they've got on the circuits and I was brought up not to strike a lady except in self-defense or if she is your wife.

--Puzzled Chief.
RALPH W. SLORE

GLOSSARY FOR NON-COMMUNICATORS:

CQ--calling all stations
SPL--special message
IMI--question
QCA--ditto
KLEZ--McGrath
KOLA, KAAA and KBBB mythical (?) stations
V--from
"KLEH V KXXX INT QM SPL K K K"
--repeat special, go ahead
SPL NR--number of special
CP--operational priority
QRM--interference
RO--regional office
ERAC--emergency relief communicator

YAKATAGA

CHIEF TEST-RUNS JEEP

As we bask in the warm clear tropical like weather here at Yakataga we will share our secrets. First, our VHF party arrived and promptly started tests. Young, Easley and Stern will qualify in any mountain climbing race after their daily trek up to their test site. (We strongly recommend this formula for keeping a trim figure.)

The bright lights we saw coming down the runway the other night wasn't a landing aircraft at all, but the chief's jeep on a test run. After many, many hours of toil, Bob Thomas and Mechanic Bill Lewis got it running again. Moral: never bathe jeeps in salt water and sand.

We have Don Miller's Geological Survey party here again this year from Washington, D.C. Then there is Dr. E.O. Geise of the American Museum of Natural History here from New York investigating the fossil deposits in this area.

Dewey Eyerley is all set to risk a trip to the States. We are anxious for a first-hand report on "Roughing It, Outside."

It looked like a mass migration to Cordova for the big July 4th celebration.

We are sure the chief's hair is thinner since he has two new airway observers taking weather. Communicators John and Whitney have a knock-down drag-out with the barometer which it takes an old experienced hand to straighten out, but Bob has plenty of patience which helps.

Here is an 8-ALL: The strawberries are nearly ripe and the welcome mat is out to all. We all have our teeth whetted for shortcake.

There are rumors that home brew is bein' made hereabouts. We're not sure,

ANCHORAGE TRANSMITTER

EMBARRASSED OVER ARTICLE

Faces have been red and only silence has emanated from the Anchorage transmitter site since the publication of the May issue of MUKLUK. Early that month the station submitted a wise and well-written column on safety for the attention of all CAA personnel and a day or so before it was published one of its own men hustled behind the transmitter and got himself nicely burned.

A new addition to the transmitter crew is Maintenance Technician Dan Crockett, a transfer from Umiat. Dan has his wife and two children with him and goes around annoying people by saying, "I don't think it's really so hard to get an apartment--I got one in a couple of days."

Then if people continue to speak to him he explains that he applied for one early in April just before a month's leave prior to coming to Anchorage. He got back from leave May 4, spent one night in a hotel and moved into a CAA apartment the next day.

Crockett also reports that MTIC Geneaux at Umiat is on leave Outside and will return with his family to Middleton Island to take over the MTIC post there.

CAUTION AVOIDS ACCIDENTS

understand, but intend to make an accurate check soon.

Here is a little ditty that might bespeak the attitude of a communicator heading for the station:

Now I gaily go to keep
My vigil on airmen who may reap
Smooth flying on the wake
Of the accurate OBS I take.

That's all brother!

FRED PARSONS TRANSFERS

TO STATION IN UTAH

Another CAA sourdough has packed his gear and hit the trail southward. Fred Parsons, one of the early CAA employees in the Eighth region, has transferred to Lucin, Utah.

Fred first entered this organization way back in 1935 when it was the Bureau of Air Commerce. His travels later took him to Williams, Calif., Portland, Ore. and back again to Washington State at Ethel.

In the summer of 1940 his sourdough days began with a transfer to Anchorage. During the first part of the war he was chief aircraft communicator at Cordova. Then followed a period of duty in the regional office as a communications inspector assigned to the Fixed Aeronautical Communication section.

Desiring to return to the field, Fred took up the position of chief aircraft communicator at Kodiak, where he has remained for the past two years. His recent transfer to the Sixth region at Lucin concludes seven years of duty in Alaska, evidence enough that he has departed our territory a full-fledged sourdough.

Parsons has been succeeded at Kodiak by Vincent Spear, formerly chief aircraft communicator at Fairbanks.

GALENA MAKES REQUEST

The following dispatch was received early this month by the Commissary from rump roast-hungry CAA personnel at Galena:

MH4 D306 HQ KNDX 012158Z KODI GR43
207A 1FN 57 1FN 170 LAST THREE SHIP-
MENTS FF BR4 TO GR CONSISTED OF SEVEN
FRONT QTRS AND ONE HIND QTR. PLEASE ADV
IF PSDL FOR CAA TO PURCHASE SOME BREED
OF CATTLE WITH GREATER RATION OF HIND
QTRS TO FRONT QTRS. DAIGLE.

EIGHTH REGION OFFICIAL

GOES ON PROVINC RUNS

Alaska Airlines conducted a proving run over the Anchorage-Nome route the last week in June and over the Anchorage-Wainok-Bethel route the first week in July prior to obtaining scheduled air carrier certificates for the two operations.

George Trudeau, chief of the Mobile Aeronautical Communications section, represented the Operations branch on the runs and observed the adequacy of CAA air-ground communications over the routes. DC-3 aircraft were used in both instances.

The Mobile Aeronautics section, through Mr. Trudeau, also reported on the operation of the newly-commissioned Yakutat airport control tower. As reported in a previous issue, the Yakutat tower is combined with the communications station in its operation and airport control activities are handled by specially trained communicator personnel.

During his trip to Yakutat, Trudeau found the new type operation proceeding normally and that reports were being received that pilots were favorably impressed with the control and were grateful for its existence.

NEW BRANCH SECRETARY HERE

Miss Audrey P. Farmer, a transfer from the Alaska Supply Section, took over the position of secretary to the superintendent of the Communications Branch June 24, replacing Marjorie Chamberlin who was recently appointed administrative assistant to the chief of the Maintenance division of Communications.

Miss Farmer worked for the Alaska Supply Section in Seattle 10 months as a personnel clerk before applying for her present position.

HAINES CHRISTENS BARBEQUE PIT

By CARL SHUTE

Our evening watch, Bill Hayden, has a sister-in-law who continues to believe Bill and his wife, Rita, are having it rough way up north in the Banana Belt. Judging from the amount of magazines she sends she must have a "Magazines For Alaska" box outside her door.

After porusing two gross of moving picture magazines and noting the widespread use of colossal and supergigantic for describing things, one wonders if it isn't something in the air. Maybe the Hollywood (or Los Angeles) CAA station sends out super colossal operating messages. Come to think of it, we could use a few super colossal and stupendous gigantic classifications in the Eighth region. Then maybe we could move the important traffic ahead of the PANAM BAGGE REPORTS.

What with a few changes here and there, it seems now is the time for a rehash on Haines personnel. Reading left to right are "Whitey" Mechin, chief; and ACCOMS Carl Shute, Bill Hayden, Debbie Stadt and Marty Cordes. The NTIC is Wayne Brown, formerly of Summit, and Tom Knudsen, station mech, completes the list.

Coinciding with the arrival of the Browns in Haines was the initial flight of the local barbeque pit at which time a turkey was duly cremated during the trial run. Loud were the cries of "Welcome to Haines" punctuated by the crash of empty beer bottles falling amid the rocks.

Marty Cordes, formerly W7EAW and now KL7IR, is on mids but can be heard at other times on 20 and 80 meter CW. With the commissioning of Marty, our requisitions for ACCOMS were finally filled and we could have gone on the 40-hour week but everyone started taking annual leave. Always something.

As a matter of fact, on returning from annual leave myself, I was surprised by a number of newly-erected totem poles adjacent to the station. I was startled to note that the ravens and other aboriginal gargoyles were moving, but closer inspection revealed that it was merely some ACS boys putting up a VHF antenna system.

As we Spanish speaking people say, "Much Grass" to the Fairbanks reporter who finally gave me written proof that someone reads my poetry by being provoked into a gentle "Amen" over the ditty about Mr. Lang who brought the Stove to Alaska. Now that I know there are two of us who appreciate my efforts, my cup runneth over (and the chief maketh me to clean up the floor) so I shall forgive the lad for calling my stuff morbid and hereby dedicate the following ode to the FX Chapter of the "AMALGAMATED SOCIETY OF SPAM CAN LANG MECHANICS AND TUESDAY EVENING PDW CLUB."

Blessings on thee little tape,
Poked with holes of dit dah shape.
Into the keying head I stuff you,
Mr. Klienschmidt knows I luff you.
--BOEHLER SHAVE

Two boys returning from Sunday School were discussing what they had learned.

"Do you believe all that stuff about the devil?" one asked.

"Now," replied the other, "it's just like Santa Claus--it's your old man."

NEW WORD WHICH WE HOPE YOU WONT
HAVE TO USE DEPARTMENT:

A high regional official who wishes to remain unnamed informed MUKLUK that he has learned a new medical word which may or may not be applicable to the filling out of job questionnaires. The word: "ergasiphobia." The meaning: fear of work.



The Ravin' Accorn

Once upon a midwatch dreary, while I pondered weak and weary,
Over many a quaint and curious B Bock of forgotten lore;
While I nodded nearly sleeping, suddenly there came a cheeping
As of someone slyly peeping, peeping at my every snore.
"Perhaps 'tis CEMO," then I muttered, "from that receiver on the floor;
"Nayer's boys and nothing more."

Ah, distinctly I remember, it was in that bleak December,
And each imperfect tape lay writhing on the snowy floor.
Eagerly I wished the morrow, vainly I had sought to borrow
From the ANOPS, alibis of sorrow, sorrow for my onetime perfect score.
So I turned to my receiver, my 302 receiver,
The 302 receiver on the floor.

Presently my soul grew stronger, hesitating then no longer,
"Sir" said I "or Nayer, truly your forgiveness I implore.
But the fact is I was busy, and the work had left me dizzy
And the signals faintly lulled me like a lullaby of yore.
I scarce was sure I heard it----" Here I cranked the gain some more.
Silence there just as before.

R and AF gains I jiggled, AVG and BFO I wiggled,
And out poured signals with a strength of four.
Not the least obeisance made they, not a minute stopped or stayed they,
But with mien of Al D. Hulén, they perched above my station door.
Perched upon a bust of Nayer just above my station door.
Perched and sat and nothing more.

Turning then to that receiver, "Fiend", I shouted, "False deceiver
Get thee back into the RO and the night's Gestapo shore!
Leave no *MOREP as a token of that lie thy soul hath spoken!
Leave my sorrow now unbroken! Quit the speaker there above the door!
Take thy nose from out my station; Thy muddy feet from off my floor.
Quoth the speaker "dah di dah."

And the signals never twitting, still are sitting, still are sitting,
On the pallid bust of Nayer just above my station door,
And his eyes have all the seeming, of a discrep that's slyly scheming
And the lamp light o'er him streaming throws his shadow on the floor.
And my soul still shudders at that shadow on the floor.
Quoth the speaker

"Di di di dah di dah."

"CQ"

By GEORGE WILLIAMS

KL7KI-Ed is now active at Woody Island giving KL7FC a little competition. Ed has 17 watts and is always ready for a good QSO.

KL7DH--Bob Finegold at Cordova is planning to get on the air soon.

KL7AM--"Robbie," MTIC of the HQ receiver site, is now on 75 and 20 fone with a new supreme transmitter.

KL7GE-Dick Coan is now working in the radio laboratory and is on 20 and 75.

KL7CX is visiting KL7DB at Valdez.

KL7AN-Dan Crockett, of the Anchorage transmitter, will be heard on 10 and 20 meters in a month or so when he gets his new 14-tube "super bluper" built.

KL7IZ-Chester Crawley, MTIC at Aniak, will go on the air when he can get his wife to handle the bug for him.

KL7KX is the brand new call of Chet Sander at the Cape Nome receiver site. He will be running competition with KL7FR, Walt Sunden, just as soon as he gets up a sky hook, etc., for that neat looking AF-100 supreme transmitter.

KL7FR and his assistants have a new supreme transmitter. Walt is located at the Cape Nome receiver. He has been strictly a 20-meter CW-man of late and reports working KS4AE, a CAA communicator on Swan Island (Virgin Islands) and receiving a QSL card from OX3BC, another CAA man at Thule, Greenland, about as close to the North Pole as they come.

W7EUN-George Morin is visiting in Anchorage this week and will be returning to Cape Nome next week.

KL7GI--Harold Johnson, MTIC at Farewell, is fixing a new rig and building a

CHUGACH FLYING CLUB MEMBER GETS CONFUSED

Anne Dimond, member of the Chugach Flying Club, went to a party one evening this month directly from a flying lesson. She came a little late full of news about the club and its new plane. As she walked over to hang up her jacket, the polite hostess inquired if she had a hanger.

"Oh no," cried Anne enthusiastically, "we just tie it down!"

"Pilot to tower, pilot to tower: plane out of gas; am one thousand feet and thirty miles over the ocean. What shall I do?"

"Tower to pilot, tower to pilot: repeat after me, 'Our Father who art in Heaven....'"

transmitter. He will be on the air very soon, if not by now.

The Nome and Anchorage gangs have had the pleasure of working ZL1KQ and several other ZL's on 75 fone during the month. Stations heard contacting the ZL's are KL7DJ, W6WJR/KL7, KL7EU, KL7KI, KL7CA and KL7AH.

The FCC and ARRL Observer stations are watching second harmonic radiation carefully and are passing out plenty of notices so it is wise to check that second harmonic.

There are quite a number of stray QSL cards arriving in Anchorage for various hams in the territory. These cards are being turned over to KL7AM "Robbie" who has agreed to forward them. Robbie's box number is 1835.

KL7BH reports that the QSL Bureau in Juneau also has lots of DX cards and only forwards them if the addressee has a stamped self-addressed envelope on file with the QSL manager. The QSL Bureau's address is Box 1533, Juneau, KL7CK.

MCGRATH HAS SKEETERS AND VISITORS

By JUNE B. GADD
(McGrath's Midwatch Label)

McGRATH, July 6. Well, we're getting lots of target practice at WH these days -- the skeeters are still using their dive-bomber tactics and if we're not sprayin' or swattin', we're scratchin' and cussin', so on the whole we are pretty busy. We don't mind so much except it's rather embarrassing to have to interrupt an OP transmission to swat.

Al Letcher, (an ex-Navy man) our new PRE (principle radio electrician), has been instructing the bachelor gals in the performing of the "Balboa," a dance step (he insists). I still think one has to be bow-legged to do it effectively.

Roy Downing and James Whitehead were here about a week instructing KVIC Lind and PRE Letcher in range tuning procedures. We enjoyed their stay, even tho Jim (alias Bing) did wear out all of our Crosby records.

Dorothy Bryant returned from a trip Outside last week to be greeted by a group of adoring camera fiends. She reported she had a wonderful time but could hardly wait to get back to flying NC-37999, alias the "Green Death."

Shirley Suhn is resigning August 1 and going Outside. We certainly hate to lose such a swell little operator. We all will miss her. She will be relieved by Clarence L. Estes who is now at the Training Center. Another single man -- Yippeee!!

Mary K. Cantrell left June 28 on annual leave for a trip to Seattle and Kansas to see her boyfriend and folks. From the latest reports she is having a wonderful time.

Clarence and Harold Tarbert and Albert Reeder are here to paint traffic

MERRITHEW AND WHITEHEAD LEAVE FOR TRAINING CENTER

Frank Merrithew, radio engineer, Jim Whitehead, maintenance man, left July 10 for the Instrument Landing System training center at Oklahoma City as this region's appointees for the current class. Both men are from the Communications branch. They will be gone about ten weeks.

markings on the runways. We also hear that contractors are expected soon to repair roadways, move the garage and reseed areas where the grass forgot to come up. The interior of the control shack is partially painted now, too--looks real purty.

We all had a big blow-out the Fourth of July--picnic, games and races in the afternoon and a party at night. Quite a few miners and trappers came in for the holiday, and the evening party also included a plane load of excursionists from Fairbanks. Ann Domogalla collected a couple of gray hairs at the picnic as her young son, Gene, was unreported for quite some time. But eventually he was found in the brush playing with the mosquitoes.

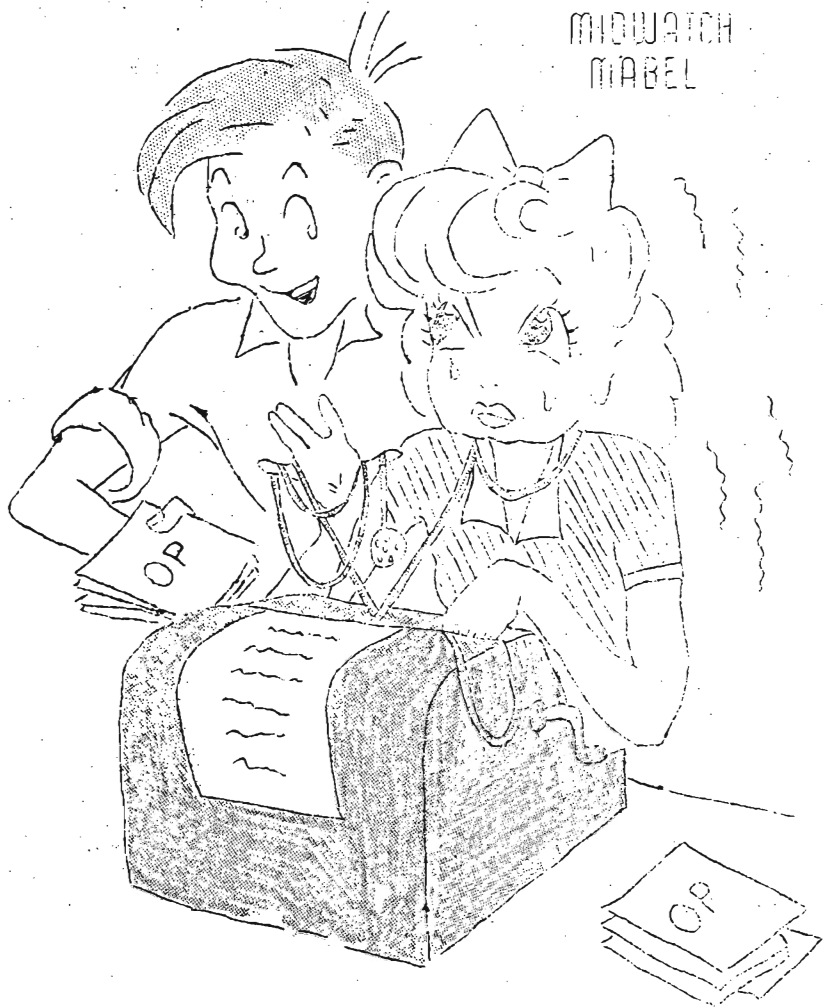
Chief Communicator Slone was recently seen putt-putting down the avenue on K's tractor hauling two or three trailers full of the town's young offsprings to a picnic out at the old Army camp site. They were celebrating young Potty Slone's birthday. We hear fun was had by all.

WE CAN HARDLY BLAME THEM DEPARTMENT:

(The following is an excerpt from a letter from one of the field stations:)

"Moose are very relectant to leave the high road when the snow is deep, even when driving a truck."

MIDWATCH
MABEL



OP - Operational priority

CRUMBS FROM THE COMMISSARY

From the food shack across the railroad tracks, we bring you tidbits of the gang usually referred to as the "Morningside Crew."

First we find two old employees, Marge Ballard and Bernice Currie, staring into each other's big blue eyes. This is because of facing desks, but they get their work done even with this crippling disadvantage and they can't do much about the desks because there just isn't any place else to move either one of them. Marge is now contemplating using the files, while Bernice is seriously considering the supply closet.

Marge has just come into possession of a car and is now running taxi service up town at night.

The Commissary's loss was the H & D's gain when Jim Tilly, the butcher, resigned to take a position in the H & D Grocery uptown. It was also a blow to the coffee drinkers to see Jim leave as he was official Coffee Maker and Ground Grinder.

Dorothy Goff, clerk typist, resigned from her position here June 20 to fly to California and get her three children. She will return with them this summer, but not to work. Nancy Oskolkoff, senior in the local high school, is taking Dorothy's place. She is a very good worker and a welcome addition to the Commissary.

In the stock room we find Keith Dolph and Wayne Woodhead (Woody) gaily packing, unpacking, packing, unpacking, (doesn't it get a little monotonous, boys?)

Keith was recently discharged from the ATS and does various odd jobs around the stock room.

Woody is classified as a storekeeper, but has just received a priceless promotion, that of Doughnut Getter. His services are indispensable. Woody also acts

as chauffeur for the gang down here, as he drives everyone to and from work.

Clarence McCarthy transferred from the Warehouse to Commissary. You can see him almost any time of the day busily taking items off the shelf and recording them on paper. Clarence is classed as storekeeper, but there is no end to the odd jobs he does.

We find Carl Newsom being a nuisance with his troubles, but whenever there is a mix-up we take it to Carl as he can iron out all wrinkles except those in a shirt.

The Commissary was indeed fortunate to have obtained the services of Jo Aultman. She was hired as a clerk typist and actually types.

Next we find Hazel Jenkins running around like a little busy body, but the funniest thing is she seems to get the most work done. (How do you do it, Hazel?)

Once in awhile we are honored with a visit from Jerry Handy, now mail boy for CAA. Jerry is an Anchorage High graduate and always has a smile for everyone.

Dick is still acting as MC at coffee time with his tall tales of his more rugged days of childhood. Once he related a tale of his varsity days on the football team, from waterboy to scrub.

Dick is now driving a yellow lemon-seed--oops--typographical error, we mean limousine. His lil' flivver has a P-38 steering wheel and a push button that is supposed to release bombs, but on the contrary, it just releases carbon monoxide and any loose gadget that is hanging around.

Here come those men in the white jackets again. They always put us in a little cell with soft walls, so as the roof said to the cyclone, "I must be off!" --THE CRACKER CRUMB



CAA. SPORTS

MERRILL FIELD NINE TAKES SURPRISE WIN OVER HOPKINS

Highlight of Merrill Field's 3-win, 1-loss record during the past month in the City Softball League was an unexpected seventh-inning upset July 10 of the Hopkins nine, previously unbeaten in league play. Under the steady pitching of Howie Kosbau, Anchorage Times, the Merrill Field outfit is now sixth in league standings and still in position to get into the playoffs.

June 26, NCO-3, Merrill-2

This loss was a heartbreaker. The game was scoreless for five innings until Merrill Field took a 1-0 lead in the first of the sixth. NCO tied it up in the last of the sixth and the CAA boys pulled ahead with another tally in the first of the seventh. NCO came through in the last half of the last inning after two men were out with two more runs to take the game.

July 7, Merrill-16, BJL-7

Merrill Field scored 15 runs in the first three innings over the favored BJL team to put the game on ice. John Turner hit the only homer of the contest.

July 10, Merrill-7, Hopkins-6

A record crowd saw the boys from Merrill take the only game of the season so far from Hopkins in an exciting 2-run rally in the last inning. Bob Jens and Herb Stanley got on base in the last frame and were knocked in by Paul Paigo and John Turner.

July 17, Merrill-11, PAC-8

Both Paul Paigo and Bill Ward banged out homers for Merrill Field in this game. Paigo's round-tripper came with two men on base.

FEDERALS WIN 2, LOSE 2 TO PLACE 7TH IN LEAGUE

By KEN HAGEMAN

CAA's Federal nine chalked up two wins and two losses during the past month to put them in seventh place in the City Softball League standings. Pete Vordin handled the pitching position for all games with the exception of the tilt with Northwest Airlines when Bud Chambard came in as relief for the first time on the mound this season.

June 26, Federals-8, BJL-6

This was the second win in six starts for the Federals and the beginning of a climb in league standings.

July 1, Hopkins-13, Federals-11

The Federals began this contest with the league's most-feared team with a nice 4-run lead in the first inning, but lost it in the middle of the game. The game ended in a high pitch of excitement with about half the players and one umpire believing the score was tied.

July 17, Federals-16, NWA-4

Ralph Westover, first man up, started the game out right with a home run. The first inning saw the Federals in a 3-run lead which they were able to stretch as the game progressed.

July 21, ARR-6, Federals-3

The Railroad took an early 3-run lead in the first inning and managed to hold it throughout the game. The Federals accounted for one tally each in the second, third and sixth innings.

The game between the Federals and Pacific Airmotive, scheduled for July 10, was postponed and will be played later.

CAA GIRLS FORM SOFTBALL TEAM, TO MEET RAILROAD

Challenged by the Alaska Railroad to produce a girls' softball team and meet the ARR in combat the last week in July, 15 hardy CAA women have held four turn-outs during the past two weeks and are shaping up a team under the patient coaching of George Karabelnikoff.

Probable star of the team's yet undetermined line-up is Dorothy Meredith, Plant and Structures, pitcher and heavy hitter. Sigrid Karabelnikoff (Mrs. George K.) has been catching and Valla Herche, Payroll, has been holding down third during practice sessions.

Other players are Jessie Hough, C&M; Irma Lebbin, Air Traffic Control; Vinita Hinkle, Plant and Structures; Florence Liffick, Payroll; Evelyn Fowler, Mail and Files; Emily White, Personnel; Mercedes Salas, Communications Engineering; Betty Graves, Mail; Jeannine Emerson, Safety Regulations; Hazel Jenkins, Commissary and Lorraine Rabar, Operations.

Another CAA wife, Mrs. Dick (Rogene) Stryker, has added to the team's power as well as Florence deGode, another pitcher and heavy hitter.

During an impromptu practice game last Wednesday with the ARR, the sudden tightening of muscles, unused for years, sent five players temporarily to the bench.

It is expected the CAA team will play a series of several games with the Railroad and possibly meet a team from the post, composed jointly of BJL and Army Engineer women, sometime in August.

TENNIS TOURNEY GIVEN UP

Attempts to sponsor a CAA tennis tournament this summer were given up during the month by the Civair Club when not a single player attended an organization meeting called for the evening of July 2 by Hugh "Pappy" Rea, of the Anchorage station, who agreed to organize the tourney.

HULEN REPORTS DESCRIPTION OF BIG KENAI FOREST FIRE

A first-hand account of the record-breaking forest fire on the Kenai Peninsula was reported this week by A. Hulen, superintendent of Operations, following two trips by air to the Skilak Lake area to attempt to bring out a fishing party from Anchorage circled by the spreading flames.

Monday evening, July 14, Hulen flew to the peninsula in a Taylorcraft in an effort to reach Dr. F.N. Dorsey, his wife and two sons and another doctor and his wife from Palmer who were caught by the fire at a camp site on the mouth of the Skilak River. He managed to get through the heavy smoke to within about 15 miles of them by flying up the river but had to turn back because of the low visibility.

Tuesday afternoon Hulen in the Taylorcraft and Hakon Christenson, well-known local flier, in a Waco tried again to reach the party which "Chris" had taken down a few days earlier. They had to fly down the coast because of the smoke to the southwest edge of the fire which was then burning in a large circular pattern. After flying up the river awhile, the two planes were forced back and landed on a nearby lake.

Both men made second attempts that afternoon and "Chris" finally made it to the party by flying low over the river. He brought out the two wives and boys that day and returned Wednesday for the men.

According to Hulen, effects of the fire, worst in Alaska's history, are tremendous. At that time it was burning on a 100-mile front and hundreds of game animals could be seen out in the open scurrying ahead of the flames. Hulen reported seeing many moose several miles from the fire standing bowlike, rodly in streams. He said there were dozens of planes circling over the area in the thick smoke.



NEW EMPLOYEES

MONTH OF JUNE

ANF PLANT & STRUCTURES BRANCH

Faith A. Gugler, clerk-stenographer, Construction division.

Oscar C. Weber, airways engineer, Construction division.

Ernest Keith, general mechanic, Maintenance division.

Douglas W. Heay, general mechanic, Maintenance division, Fairbanks.

William E. Lewis, general mechanic, Maintenance division, Yakataga.

Leo J. Lance, general mechanic, Maintenance division.

William H. Wells, engineering draftsman, Drafting section.

Bertha I. Saario, engineering draftsman, Drafting section.

ANF COMMUNICATIONS BRANCH

Ruth M. Muiatt, clerk-typist, Maintenance division.

William J. Jones, general mechanic, Maintenance division.

Clark A. Mathis, maintenance technician, Maintenance division, Woody Island.

Grace M. Murphy, clerk-stenographer, Maintenance division.

Thomas A. Langford, general mechanic, Engineering division.

Richard W. Coan, radio airways engineer, Engineering division.

Virgil R. Rowley, general mechanic, Engineering division.

Frank Schmidt, general mechanic, Engineering division, Nuknek.

Audrey P. Farmer, secretary in the office of the superintendent.

AIRWAYS OPERATIONS BRANCH

Ralph W. Pott, airport traffic controller, Air Traffic Control division.

Jessie D. Hough, clerk-stenographer, Communications Operation division.

Ruby O. Mathews, clerk-stenographer, Communications Operation division.

Robert T. Thach, aircraft communicator, Communications Operation division, Fairbanks.

BUSINESS MANAGEMENT BRANCH

Nancy Lee Oskolkoff, clerk-typist, Property Management division.

Leila M. Block, clerk-typist, Property Management division.

Ruby Jo Aultman, clerk-typist, Property Management division.

Mary W. Haggart, clerk-typist, Property Management division.

James W. Tilley, meat cutter, Property Management division.

Clarence McCarthy, storekeeper, Property Management division.

Yvonne V. Krotke, clerk-stenographer, Aft. Service division.

Kay S. Morgan, file clerk, Correspondence & Files.

Dorothy S. Gschwend, payroll clerk, Accounts division.

(Continued on next page)

MERRILL TOWER MUMBLINGS

Puzzle of the month: What's happened to Dietrich? Our brand new controller started out from Milwaukee the middle of June and he's still enroute. Personally we think he'll be the first to roller skate up the highway carrying his 2000 pounds of household goods on his back. You can't tell about controllers -- they are funny people.

Take Mrs. Stolz' little boy, Bennett. Can't decide whether to return to Mexico and pick beans again or invest his savings in glass bricks for igloos, a new and revolutionary Stolzian idea designed to streamline living in the North, also solve the housing problem. But Bennett can't figure out how to build a round igloo out of square bricks. Gad, what a dilemma. Also, he's been disillusioned by a half-price sale on Bay Rum. Poor guy stocked up on a case.

Dossie A. Swenson, clerk-typist, Accounts division.

Edward L. Craig, storekeeper, Transportation section.

Nathan S. Stowell, budget analyst, Budget & Planning staff.

AIRMAN, ACFT. & FLIGHT OPERATIONS BRANCH

Leonard J. Miraldi, aircraft inspector, Acft. & Components division.

George E. Laird, air carrier maintenance inspector, Acft. & Components div.

John C. Bowen, air carrier inspector, Flight Operations division, Fairbanks

A. Leighton Coulter, air carrier inspector, Flight Operations division.

Ervin M. Skousen, air carrier inspector, Flight Operations division.

Isabelle I. Funk, clerk, Juneau.

Latest addition to the Fore at Merrill is Ralph W. Pott, who's a wicked green light with deadly accuracy. Ralph's from Cincinnati, but nevertheless predicts a bright future for Anchorage when the dust clears and the town becomes visible.

One of Chief Spear's first steps as the new Tower Wheel was to inaugurate a CLEAN-UP day. He made one sad mistake-- he started to do the ceiling and after three days it emerged, slightly white, but Walter is a physical wreck. The strain showed and he's been doing straight administrative duties ever since.

Ex-Chief Jim Humphries still comes around to haunt us since he's Acting Airport Manager in his off-duty hours from the Army. When you getting that Commercial, boy?

Our female contingent reports nothing more exciting than washing her car. But some of us have been wondering if what Viv calls a car really is one. Believe us, after you ride in it, you'll wonder too.

Say Fairbanks, we broke our traffic count record this June. Operations zoomed to 15,195. Not that we care to brag, but really, that's no bad at all, is it? Is it, huh?

A male nurse in a mental hospital spotted a patient with his ear pressed to the wall, listening intently. The patient held up a warning finger, then beckoned the nurse to come over quietly. "You listen here," he whispered. The nurse put his ear to the wall and listened for a few moments. Then he turned to the patient and said, "I can't hear anything."

"No," said the patient knowingly, "and it's been like that all day!"

CAA PILOTS MAKE RECORD OIL HAUL

The yearly "Skwenoil" project was successfully accomplished from June 25th to 28th. For the benefit of newcomers who are not yet familiar with the peculiarities of Alaska's topography and transportation, we offer the following explanation:

Skwentna is situated 70 miles north-west of Anchorage in the middle of swampy lake-strewn Susitna Flats. It is 40 boggy miles in a straight line from the nearest railroad or the poorest excuse for a highway. The fluctuating water level in the Skwentna, Yentna and Susitna rivers makes barging difficult and uncertain. As a result, the simplest and by far cheapest way to transport the oil and gasoline required to operate the Skwentna station is to fly it in from Anchorage in the CAA DC-3's.

Wednesday, June 25, found NC-5 and NC-14 "in the barn" for engine changes. So at one end of the "Skwentna Oil Line" were one freighting aircraft, two crews for flying same, several pairs of willing arms attached to strong backs for loading drums of oil and the Air Transportation unit to take care of all the details. An unloading crew was on hand at Skwentna.

From 8 A.M. to 4 P.M. Jefford and Hanson shuttled NC-62 back and forth to Skwentna, taking 900 gallons over and bringing empty drums back on each of five round trips. At 4 P.M. the night shift, Hurst and Clayton, took over and completed five more trips before midnight.

Thursday was a repeat performance. In the meantime, the hangar boys had completed the engine change on NC-5, so Thursday afternoon, after his stint of five oil trips, Jefford test-hopped NC-5 by hauling a partial load of freight to Homer. Friday NC-5 was flown by the two crews while NC-62 was undergoing a 100

hour check. Saturday both planes were in harness, and the oil haul was finished in short order.

In four hard, monotonous days 30,000 gallons of oil and 3,000 gallons of gas were set down at Skwentna's doorstep at a cost of 6 1/3 cents a gallon. This is about half the cost of sending it by barge.

Everyone is happy: Skwentna because they have a year's supply of heat and power; the money-counters because the task was accomplished cheaply; the pilots and loading crews because a hard job is over for another year. As for the pleasure derived from the operation, Jim Hurst, after scrubbing the oil out of his eyebrows, summed up the undertaking in his usual polished style -- "It stank!"

But the boys' work wasn't over. After working at such a pitch for four days it wouldn't do to drop off too suddenly. Sunday Jefford, Hurst and Clayton again went freighting, this time to the westward--4,960 pounds of freight were flown from Anchorage to Fort Heiden; six passengers and 1,800 pounds of freight from Anchorage to Naknek; 25,000 pounds from Naknek to Fort Heiden; 8,500 pounds from Naknek to Anchorage. Then they came home to rest a bit before starting the McGrath-Farewell and Yakutat-Yakataga hauls.

Charlie Mayer is back from his vacation in the States. Like all sensible people, he's glad to be back in Alaska.

Morgan Davies is taking some annual leave. He is working on the basement of his new house-to-be. Watch this column for the date of the house-warming.

Fuzz Rogers made an emergency trip from Juneau to Gustavus and return way.
(Continued on page 20)

PERSONNEL OFFICER'S CORNER

VETERANS' BENEFITS DISCUSSED

Since more than half of the personnel in this Region are ex-servicemen, it would seem appropriate this month to use this page to pass on a couple of reminders of particular importance to veterans of World War II.

- I. Although the Veterans Administration has widely publicized its current program to encourage the reinstatement of National Service Life Insurance policies which many veterans allowed to lapse at the conclusion of military service, it is called to your attention that the period during which a lapsed policy may be reinstated without physical examination ends August 1, 1947.

- II. At one point or another in the process of being separated from military service every veteran was no doubt informed of the advantages provided under the Serviceman's Readjustment Act. Of particular importance to personnel in this region is that provision of the Act under which veterans of World War II are eligible to take correspondence courses offered by any educational institution without cost to themselves. It may be well worth your while to look into this opportunity since a rather wide variety of good correspondence courses are offered by colleges, technical institutes and vocational schools. Of course, the length of your military service governs the amount of educational benefits for which you may be eligible.

Procedures to follow in applying for a "Certificate of Eligibility" to take a correspondence course are relatively simple. Information and the necessary forms may be obtained by sending a letter to the Veterans Administration Office at either Anchorage or Juneau.

FORMER CENTER INSTRUCTOR
CHOSEN AIRPORT MANAGER

Former students of the Oklahoma City Training Center will be interested to know that Ben Griffith, recent director of Aeronautical Standardization at the center, has been appointed manager of the National Airport in Washington, D.C.

NOME

(Continued from page 10)

some of you remember him. When Zelda calls for music, Ep goes to town on the piano.

Bob Meredith hasn't been involved in any dirty work. He is known as the walking B Manual, good CEMO material. At any rate, he's been sizing up the Anchorage housing situation for accommodations for two. We don't know any more about him cuz we haven't been able to force a bottle between his lips.

Dick Schor is the smiling, good natured lad. Judging by the twinkle in his eyes, he seems to be very susceptible to you know what. Did you lose your Esquire magazine? Just go up to Dicky's room and certain selected pages will be found on the walls.

Vince Vinson is the midwatch stupor-visor. He is back to his old self temporarily while Betty is on leave. We admire his patience for the way he courteously ejects the drunks from the station at night. Vince furnishes transportation for fishing trips.

Ormond and Jane Robbins, former senior communicator and communicator, were strategically placed in Kotzebue to help out with 825T monitoring. We understand KP is a dry town.

The last issue of MUKLUK says Charlie Peck is back with us. Hello, Charlie. Glad to have you around, and wont you please drop in some time?

CARL HOFFMAN LEAVES
ON MONTH'S VACATION

Carl Hoffman, radio engineer, left Anchorage July 5 for an extended vacation which will take him to Valdez and Circle Hot Springs. He plans to return about July 28.

FLIGHT INSPECTORS

(Continued from page 28)

back in May, but we didn't know about it until after our June MUKLUK release was sent in. You know Fuzz; he's about as talkative as a clam with laryngitis. After giving him the third degree, we learned that a CAA lady in Gustavus had a heart attack and that Fuzz brought her and her husband to Juneau where she could be hospitalized. We hope she is recovering satisfactorily.

We see by the latest NOTAM filli from Malnck that there is a disabled aircraft on their runway 11-29. We hate to admit it, but we'll have to own up to obstructing their airport. NC-62, Hurst pilot, had a blowout landing there the morning of this writing. At the moment, Wayer and Greiner in NC-5 are rushing a spare and a crew of mechanics, complete with jacks, for making a quick change.

Teacher (warning her pupils against catching cold): "I had a little brother seven years old and one day he took his new sled out in the snow. He caught pneumonia, and three days later he died."

Silence for ten seconds.

Voice from the rear: "Where's the sled?"

And we're on a 56-hour week in Operations. Wont anyone bid on YO so we can have a day off? Our ulcers need pickling, the salmon are slipping past us in the rivers and we don't like to leave the watch to change batches in the washing machines.

WAREHOUSE WALLS

By WALTER C. WILLIAMS

This is the first time since the war the staff at the Warehouse, without reluctance, can invite you to inspect our stock and facilities at the Construction Warehouse and Tent Area, also at the Stock and Storage site. Although it is not complete, we are proud to say it is at least presentable. We have surveyed enormous quantities of obsolete material, equipment and junk that accumulated during the rush of the Emergency faster than disposition could be made.

Tons of material have been pouring into the Warehouse the past month, and to make matters a bit trying, our receiving clerk resigned. This necessitated the quick shifting of personnel to fill the gap. Something had to suffer and it turned out to be the Big Push we were instigating to clear up all the old Repair and Exchange Invoices.

Yours truly spent the last several weeks trying to keep the incoming material moving along to the stock shelves or to its designated destination. It seems that every truck-load moved out was followed by two more moved in and squeezed into the same space. Ted Joslyn, our freight rustler, came to the rescue by taking a weeks vacation to Summit Lake and Willow Creek. Ted is back now, and as long as we can keep him too busy hauling outgoing freight to have time to bring any in, we will have the situation whipped in the next ten days.

There is, however, one type of incoming freight we always welcome: How about you boys in the field looking around the station and trying to locate some of those fire extinguishers, pumps, motors, nozzels and other like items that you have listed on Repair and Exchange Holding for Replacement Invoice, and have somewhere in the dim past received your replacement from the Warehouse?

Many stations have not received their replacements because the Warehouse does not maintain enough raw stock to send

them out every time a Repair and Exchange Invoice request is received. We really need these old units for repair and placing in stock. This will assure the next fellow getting one as soon as requested. Send them in, fellows, and eliminate the necessity for dispatches and letters---and at the same time clear up a lot of incomplete paper work at your station.

Mr. Young's mother and cousin have just returned to the states after spending two weeks here. They motored with Morle to Valdez and went sightseeing to the Valley, Eklutna and Wassila Lake. They were much pleased with the scenery and being from the Walla Walla Valley in Washington were favorably impressed with farming as carried on in Katanaska.

Mel and Helen Clements are back on the job. You should see their new Dodge Power Wagon. It looks like the answer to the transportation problem of living in rural Alaska. They progressed as well as expected on construction of their home and will be ready for old man winter come the first snow flurries.

Bill Cox, the gentleman who keeps you supplied with those necessary forms and office material, is back on the job after a vacation spent in and around Anchorage. "Spent my time just arastin' and afishin'," Bill says.

Your correspondent has just returned to work after spending a week at Kings Lake as director of the Anchorage-Palmer district Boy Scout camp. One of the high-lights was the Businessmen's Weekend when a large group of Anchorage citizens interested in the welfare of our youth and promotion of Kings Lake spent July 12 and 13 there viewing the activities of the Boy Scouts and the facilities and possibilities of the camp.

Al Hulan, Ralph Westover and Norman Lowenstein of CAA were there and stated their whole-hearted appreciation for the Boy Scouts and Kings Lake.