

SCOMM

84:9

SENATE COMMITTEE REPORT

DATE: 4/22/91

FURTHER: State Affairs

DATE TURNED INTO OFFICE: 5/14/91

Senate Special Committee on
International Trade & Tourism considered

HOUSE JOINT RESOLUTION NO. 37

Relating to the 50th anniversary of the Alaska/Siberia lend-lease program.

and recommended:

☐ replace with _____ CS _____
☐ or adopt _____ CS _____

☐ same title
☐ new title
☐ technical
title change
(HB only)

☐ attached amendment(s)

☐ _____ letter of intent adopted

☐ do pass

☐ do not pass

☐ no recommendation

☒ individual recommendations

☐ further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Dept/Date:

☐ fiscal note(s) _____

☐ zero fiscal note(s) _____

☐ appropriation-no fiscal note

APPROVES PREVIOUS:

Dept/Date:

☐ fiscal note(s) _____

☐ zero fiscal note(s) International
Trade 4/10/91

☐ Governor's bill w/fiscal note

SIGNING DO PASS:

OTHER RECOMMENDATIONS:

Ally Adams
Paul G. H. (Do Pass)
Paul G. H. (Do Pass)
Paul G. H. (Do Pass)
Paul G. H. (Do Pass)

Chair: Signature and Recommendation

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HJR 37

Revision Date: _____
Title: Relating to the 50th Anniversary
of Alaska/Siberia lend-lease program

Department Affected: Commerce & Economic Dev.
BRU: Commissioner/Administrative Services
Component: International Trade

Sponsor: Rep. Moyer

Requestor: _____

COMPONENT SERIAL NO.

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Expenditures/Revenues: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0	0	0	0	0	0

CAPITAL	0	0	0	0	0	0
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REVENUE	0	0	0	0	0	0
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FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0	0	0	0	0	0

POSITIONS:

FULL-TIME	0	0	0	0	0	0
PART-TIME						
TEMPORARY						

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary.)

Prepared By: Bill Noll, Deputy Commissioner
Division: International Trade

Phone: 561-5585

Date: _____

Approved by Commissioner: Glenn A. Olds
Agency: Department of Commerce & Economic Development

Date: _____

Distribution (by preparer): Legislative Finance, Legislative Sponsor, Requestor, OMB, & Impacted Agency(ies).

Rev 10/90
SH/dg/93390/040591

Page 1 of 2

FISCAL NOTE

Alaska State Legislature

Senator Paul Fischer, Chairman
Senator Al Adams, Vice-Chair
Senator Rick Uehling
Senator Arliss Sturgulewski
Senator Fred Zharoff



Post Office Box V
Juneau, Alaska 99811
(907) 465-3791
(907) 465-3883 FAX

Senate Special Committee on International Trade and Tourism

MEMORANDUM

TO: Senator Al Adams
Senator Fred Zharoff
Senator Arliss Sturgulewski
Senator Rick Uehling

FR: Senator Paul Fischer, Chairman *PF*
Senate Special Committee on International Trade & Tourism

DATE: May 9, 1991

RE: Committee Schedule for the Week of May 13, 1991

Monday, May 13, 1991, 3:30 - 5:30 pm in the Butrovich Room

HJR 37 - Relating to the 50th anniversary of the Alaska/Siberia Lend-Lease Program.

HJR 33 - Relating to the "International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978."

We will also be having a discussion on video and film sub-contracting. This portion of the meeting will be teleconferenced to the Anchorage LIO. In attendance from Anchorage will be representatives from the Association of Independent Commercial Producers (AICP) and Bradley Communications. In Juneau, ASMI and the Division of Tourism will be participating.

REPRESENTATIVE TOM MOYER

DISTRICT 19 • 119 N. CUSHMAN ST., SUITE 203 • FAIRBANKS, AK 99701 • (907) 456-8161
International Trade & Tourism, Chair • State Affairs, Vice Chair • Resources, Member

MEMORANDUM

To: Senator Paul Fischer, Chairman
Senate International Trade and Tourism

April 23, 1991

From: Representative Tom Moyer *TUM*

Re: HJR37, relating to the 50th anniversary of the Alaska/Siberia lend-lease program

With this memo, I would like to request the Senate International Trade and Tourism Committee to consider this resolution at your earliest convenience.

The lend-lease program was a grand example of Alaska-Soviet cooperation, and one of the last before the Cold War effectively closed the border between the two countries. Nearly 8,000 U.S. combat and transport aircraft were delivered to Soviet pilots in eastern Siberia via a route extending from Montana to Fairbanks and Nome. The program was literally a life-saver for many Soviet citizens.

The lend-lease program helped cement positive relations between Alaska and the Soviet Union. It is this and the contribution of Soviet and American pilots the resolution seeks to recognize. It commends the volunteers and sponsors who organized a 1990 visit of Soviet pilots to Alaska, those putting together a 1991 trip to the Soviet Union and the 1992 50th anniversary of the effort.

The resolution has been favorably considered by the full House. I'm happy to answer questions about it or testify at your convenience.

ROBERT C. BYRD, WEST VIRGINIA, CHAIRMAN

DANIEL K. INOUYE, HAWAII
BRUNET F. HOLLINGS, SOUTH CAROLINA
J. BENNETT JOHNSON, LOUISIANA
QUENTIN N. BURDICK, NORTH DAKOTA
PATRICK J. LEAHY, VERMONT
JIM SASSER, TENNESSEE
DENNIS DECONCINI, ARIZONA
DALE BUMPERS, ARKANSAS
FRANK R. LAUTENBERG, NEW JERSEY
TOM HARKIN, IOWA
BARBARA A. MIKULSKI, MARYLAND
HARRY REID, NEVADA
BROCK ADAMS, WASHINGTON
WYCHE FOWLER, JR., GEORGIA
J. ROBERT KERRY, NEBRASKA

MARK O. MATTHEW, OREGON
TED STEVENS, ALASKA
JAMES A. MCCLURE, IDAHO
JAKE GARR, UTAH
THAD COCHRAN, MISSISSIPPI
ROBERT W. KASTEN, JR., WISCONSIN
ALFONSE M. D'AMATO, NEW YORK
WARREN RUDMAN, NEW HAMPSHIRE
ARLEN SPECTER, PENNSYLVANIA
PETE V. DOMENICI, NEW MEXICO
CHARLES E. GRASSLEY, IOWA
DON NICKLES, OKLAHOMA
PHIL GRAMM, TEXAS

JAMES H. ENGLISH, STAFF DIRECTOR
J. KETH KENNEDY, MINORITY STAFF DIRECTOR

United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, DC 20510-6025

February 21, 1991

To Whom it May Concern:

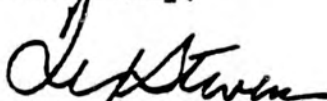
I am a strong supporter of the Alaska and Soviet World War II Lend-Lease veterans reunion. The Fairbanks VFW Post 3629, the Nome VFW Post 9569, the Bering Straits Native Corporation and the Anchorage American Legion have done a great job in organizing this event.

Soviet Lend-Lease veterans came to Alaska for a visit last summer -- and it was a great success. However, there is a lot of work to be done before the 50th Anniversary reunion in 1992. I encourage you to give your full support to this project.

Thanks for your attention to this important matter.

With best wishes,

Cordially,


TED STEVENS

FRANK H. MURKOWSKI

ALASKA

COMMITTEES:

VETERANS' AFFAIRS (RANKING MEMBER)
ENERGY AND NATURAL RESOURCES
FOREIGN RELATIONS
SELECT COMMITTEE ON INTELLIGENCE
SELECT COMMITTEE ON INDIAN AFFAIRS

United States Senate

WASHINGTON, DC 20510-0202
(202) 224-8665

222 WEST 7TH AVENUE, BOX 1
ANCHORAGE, AK 99513
(907) 271-3735

101 12TH AVENUE, BOX 7
FAIRBANKS, AK 99701
(907) 456-0233

P.O. BOX 21647
JUNEAU, AK 99802
(907) 586-7400

120 TRADING BAY ROAD, SUITE 250
KENAI, AK 99811
(907) 283-3808

109 MAIN STREET
KETCHIKAN, AK 99901
(907) 225-8880

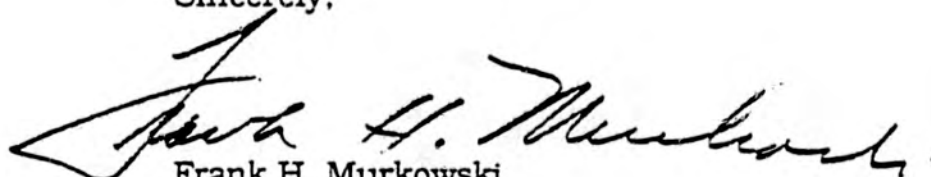
June 1, 1990

To Whom it May Concern:

Since the inception of the Alaska and Soviet World War II Lend-Lease veterans reunion, I have been a proud supporter of the project. I have worked with the Nome VFW Post 9569, the Fairbanks VFW Post 3629, the Anchorage American Legion and the Bering Straits Native Corporation to make this reunion a reality.

Although this project has enjoyed great success so far with the first visit of the Soviet Lend-Lease veterans to our state, there is still much work ahead for the 50th anniversary reunion in 1992. I encourage you to lend your support to this project.

Sincerely,



Frank H. Murkowski
United States Senator



ALASKA/SIBERIA LEND LEASE REUNION

P.O. Box 91125
(907) 561-8444

Anchorage, Alaska 99509-1125
FAX (907) 561-7120

Jim Vigessa, Project Coordinator (907) 338-7025

Alaska/Siberia Lend Lease Reunion is a three-phase event as per the following:

Phase I. (Completed in 1990) The visit to Alaska by 27 Soviet World War II veterans of the lend lease project and 21 other Soviet dignitaries including news crew. Mr. Eugeni Radomincy, a retired Colonel in the Soviet Air Force, headed the delegation. Enclosed is a copy of communications with the Soviet War Veterans Committee that list the names of the 1990 Soviet delegation.

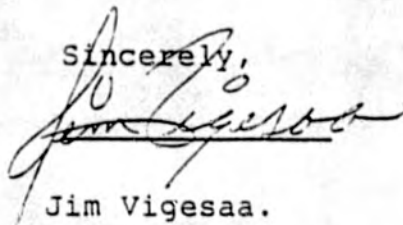
Phase II. The Soviet delegation extended an invitation for a delegation of American lend lease veterans to visit the Soviet Union in July of 1991. We are currently organizing, scheduling, and fund raising in support of this phase as well as Phase III. Also we are expecting the Soviets to grant us a total of 100 visas relating to this trip. We are blocking 53 for veterans of the lend lease program and will sell the additional charter seats to lower the cost to the American veterans. We are trying to get the trip price down to as low a figure as possible for the American veterans. The itinerary for the Soviet visit is incomplete at this time but we expect to spend 7 to 10 days in Moscow.

Phase III. The 50th Anniversary Reunion. Functions and festivities will be held in Nome, Fairbanks, and Anchorage with the veteran air crews of both nations in attendance. We are expecting as many as 200 Soviets, including Soviet dignitaries and news people, to attend and the reunion should receive wide media coverage.

The attached budget for Phase II with some carry forward for Phase III requires us to raise \$175,650.00 from grants, public and private support. We are requesting a legislative appropriation in the amount of \$150,000.00 dollars. This may be tough to obtain with the present crunch but it would insure that the events this year and

the reunion go according to plan. If you need any additional information please call me at 561-8444 days or 338-7025 in the evening. Our offices are located in the Bering Trading Company at 3351 Arctic Blvd. in Anchorage.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jim Vigesaa", written over a horizontal line.

Jim Vigesaa.

Coordinator.

Note:

James C. McLaughlin is the president of Alaska/Siberia Lend Lease Reunion and is a former lend lease pilot. He is a resident of Nome and a past VFW Post 9569 Commander. His telephone is 443-5377 and mailing address P.O. Box 143, Nome, Ak. 99762.



ALASKA/SIBERIA LEND LEASE REUNION

P.O. Box 91125
(907) 561-3444

Anchorage, Alaska 99509-1125
FAX (907) 561-7120

Jim Vigessa, Project Coordinator (907) 338-7025

March 4, 1991.

Greetings:

Alaska/Siberia Lend Lease Reunion is a non-profit corporation coordinating a three phase event that began in May and June of 1990 (Phase I) with the visit to Alaska by 27 World War II veterans who were lend lease pilots and 21 other Soviet dignitaries and news crew. For most it was the first trip outside the Soviet Union in 40 plus years and all are looking forward to a return visit to Alaska in 92 for the 50th reunion celebrations. The reunion will be in conjunction with the Alaska Highway Rendezvous '92, the 50th anniversary of the construction of the Alcan Highway.

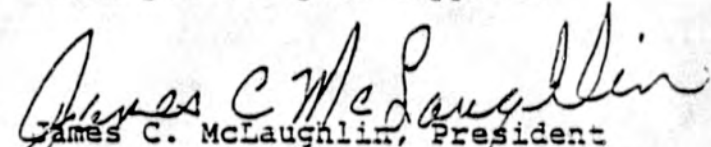
We are currently involved in Phase II scheduled to begin on July 2, 1991. An American delegation of lend lease veterans have been invited to reciprocate with a visit to Moscow this year to finalize plans for the 1992 reunion. The delegation of Americans will start out in Great Falls, Montana and travel the original lend lease route into the Soviet Union via Fairbanks and on to Moscow.

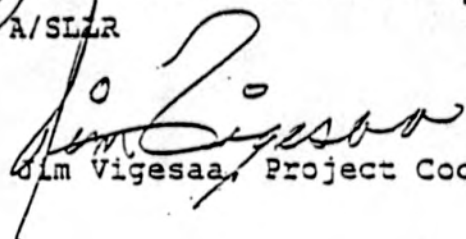
The enthusiasm expressed for this historical event from the American and Soviet participants promises to make this an occasion of International importance. In order to make this an event to be remembered, we must have the active and financial support of as many segments of the Alaskan community as possible, both business and private individuals. Your contribution as a sponsor of these events will be greatly appreciated. Future trade relations, business opportunities and a general good friendship between Alaska and the Soviet people are a benefit to us all.

We are expecting a much larger Soviet delegation in 92 than the 48 who visited Alaska in 1990. Also we have approximately 90 days to fully fund our 91 budget. We are requesting your help in this project with a tax-deductible contribution. Attached you will find a list of

sponsors who supported us in 1990 (Phase I) and other information concerning our 501-C-19 tax-deductible non-profit status. Should you desire any additional information please call (907) 561-8444 and ask for Jim Vigesaa, project coordinator. Our physical office location is with the Bering Straits Trading Company at 3351 Arctic Blvd. in Anchorage.

Thank you for your support,


James C. McLaughlin, President
A/SLR


Jim Vigesaa, Project Coordinator



ALASKA/SIBERIA LEND LEASE REUNION

P.O. Box 91125
(907) 561-8444

Anchorage, Alaska 99509-1125
FAX (907) 561-7128

Jim Vigasaa, Project Coordinator (907) 338-7025

March 1, 1991.

PHASE I SPONSORS / 1990.

SPONSORS OF THE ALASKA / SIBERIA LEND LEASE REUNION EVENTS OF 1990.

The contributions, help and active support of the following businesses and individuals made the 1990 visit to Alaska by the 48 Soviet World War II Veterans and Lend Lease Pilots possible.

On the Soviet side special mention and thanks go to:
Severovostokzoloto (Northeast Gold) and the Soviet Government.

On the Alaskan side:

VFW Post 1685.	Bering Straits Native Corp.
VFW Post 9981.	Bering Trading Company.
VFW Post 2509.	Senator Ted Stevens.
VFW Post 10252.	Senator Frank Murkowski.
VFW Post 3629.	Congressman Don Young.
VFW Post 9569.	Alyeska Pipeline Service Co.
American Legion Post 1.	Key Bank of Alaska.
American Legion Post 33.	Alaska Army National Guard.
American Legion Post 28.	ARCO Alaska, Inc.
American Legion Post 29.	I.A.A.A.F. of Fairbanks.
American Legion Post 57.	The Lions Club / Fairbanks.
AmVets Post 7.	Western Gold and Exploration.
AmVets Post 2.	Cecilia E. Zwiercan-Sucheki.
American Legion Post 11.	Theodore Sucheki.
All of the Ladies Auxilliaris.	Bettye Fahrenkamp / Senator.
Bill and Debbie Watson.	Steve Franks / State Senator.
VFW Post 10029.	Miss Ricky and the Golden Heart
Mark Butler 10252 Commander.	Dancers.
James McLaughlin 9569 Commander.	Supervalu Groc. of Fairbanks.
Julie Butler of Fairbanks.	Paul Gavora of Fairbanks.
Dave Heatwold of Anc.	Rep. Bert Sharp of Fairbanks.
City of Nome.	City of Fairbanks.
Alaska Airlines.	Dan Fondel of Bering Trading Co.
Bering Sea Air of Nome.	Jim Rowe of Nome.
Northern Air Cargo.	BP EXPLORATION.
Beverly Michles.	The Elks of Fairbanks.
Nye Ford of Wasilla.	Rocky Spears of Nye Ford.
Univ. of Alaska. (Student Housing)	Terri Rhodes of Fairbanks.
Magnum Electronics of Anchorage.	Bill Brooks of Magnum.
Larry Patch. Veterans Admin.	Ralph Beardsley / CPA
Ron Sheardown of Anc.	Eugene (Jim) Vigasaa.
Mapco.	Col. Lovegrin.
Northern Alaska Limo Service/Fbnks.	Art & Trish Hunt.
My Chauffeur / Fairbanks.	Rod Rogers of Fairbanks.
Foto Factory.	Craig Taylor Equipment.
Regency Hotel / Fairbanks.	MarkAir.

pg. 2 - Sponsors of the Alaska/Siberia Lend Lease Reunion, 1990.

Horizon Services.
Moose Lodge / Fairbanks.
Pepsi Cola, Alaska Distributors.
Reflections Limo Service.
Roger Smith St. Commander AmVets.
Grey Line of Alaska.
The Pump House.
Superior Coffee.
Gilmore Tracking Station.
The Food Factory.
Burger King.
A & W Wholesale.
Sales Associates.
Husky Foods.
Wonder Bread.
Wendy's.
Jaybird Wing World.
Kentucky Fried Chicken.
Crafton's Furniture.
The Elf's Den.
Northward Associates.
Quality Meats.
KTVF 11.
KFAR.
Sizzlers.
Royal Fork Restaurant.
Lynden Transport.
F. W. Woolworth.
Frosty Fiddlers & Childrens Choir.
Culinary Workers Union Local 879.
Tessoro Alaska.
Sgt. Cambell U.S. Army.
Kevin Collier.
Rich Sandness.
Nancy Smith / Kooskia, ID.
John & Jean Rothenduler.
Robert & Shirley Woodward.
Jim Fowler.
Mrs. Alaska.
Mike Davis St. Rep. / Fairbanks.
Richard Foster St. Rep. / Nome.
Sec. Derwinski U.S. Dept. Vet. Afrs.
Vickie Harwood
John Aperto
Kip Melling.
David Fitzsimons.
Billy Pagaran.
Louise Largen.
Dick Pusti.
Gabe Scott.
Bill Stewart.
Kathy Link.
Paul Jenkins.
Michael O'Keefe.
Janet Read.
Bill & Mania Crookson.
Lou Jones.

Alaska Tent & Tarp.
Alaska Airlines.
Michael Beasley.
Gene Beltz.
Stan Watson 1 Commander.
Jim Chambers.
Don Kirschner.
Jim Holmes.
Rick Beltz.
Christa Gillmer.
John Fitzsimons Am. Legion Dept.
Florence Chamberlain.
Jim & Eva Rodrick.
Keith & Carol Goltz.
Allen & Pam Tesche.
Ann Jennings.
John Berglin.
Lee Shannon.
Bill Frederick.
Chris Birch Fbks. Int. Airport.
Rick Roethler.
Pete Kindred.
Dottie Reggeveen.
RANDY Accord.
Bill Rasool.
Dell O'Tool.
Wayne Crafton.
Dave Appleby.
Bill Walley.
Kathy Fitzsimons.
Linda Boisseau.
Jesse Rich.
Jimmy Mack / Nome.
William R. Wood.
Connie Mitchell.
Stan & Iva Nelson.
Tommy & Debra Kane.
Lowell Purcell.
Ona Widdis.
Carla Casler.
Bobby Swindler.
Janice Siefker.
Chester Deptola.
Lance Jennings.
Thelma Chetescarerr.
Sam Chaloner.
Bobby & Cle Dunbar.
Corky Chochran.
Dick Hoopes.
Gene Merril.
Sam & Marti Cohen.
Jack Wagner.
Hal Smith.
Jesse Eubanks.
John Mason.
Bert & Lois Hossack
Evelyn Sliffer.

Thomas J. Watson, Jr.
Old Orchard Road, Armonk, New York 10504-1783

March 28, 1991

Dear Mr. Vigesaa,

My relationship with the Alaska/Siberia situation is pretty close and I'll try to keep it short.

I was one of the two pilots who flew Major General Follett Bradley to Moscow in 1942. We went down through South America, across the South Atlantic, up through Jerusalem and Cairo and on into Teheran, Kuibyshev and Moscow. I operated the B-24 in and out of Moscow for five months and then flew Bradley home across Siberia. It was in mid-November of 1942 and extremely cold, constantly minus 40 Centigrade or Fahrenheit (they balance at that point) and we lost an engine. We then had to stay for two and a half weeks in Yakutsk where it was exciting but cold.

We were in Moscow to organize the ALSIB route and with great difficulty with the Soviets we finally got it going in August and, as we flew out across it in November '42, there were A-20s and P-39s moving rapidly and efficiently across their airfields. When the Russians want to do something, they can do it. It was the greatest adventure of my life and we finally got up to Nome in a DC-3 run by the Russians and then back to Washington and soon thereafter my wife and I had our first child. Now my wife and I are about to have our 50th wedding anniversary.

The Soviets, on the 45th anniversary of that Alaska/Siberia Lend Lease opening, gave me permission to take my Lear 55 to Moscow and fly it back across that route. I did this with my grandson, the head of Time Inc. in Washington, Strobe Talbott who speaks perfect Russian, my deputy when I was Ambassador to Russia, Mr. Mark Garrison, and his wife. We all flew from the United States to Iceland and then Finland and then a triumphant arrival in Moscow where the Marshal who commanded Siberia met us along with other Soviet dignitaries and we had a party at the Ambassador's residence with tears and speeches and unbelievable goodwill between the Russians and ourselves.

I still HAVE A LEND LEASE RATING
BUT FOR HOW LONG?

- 2 -

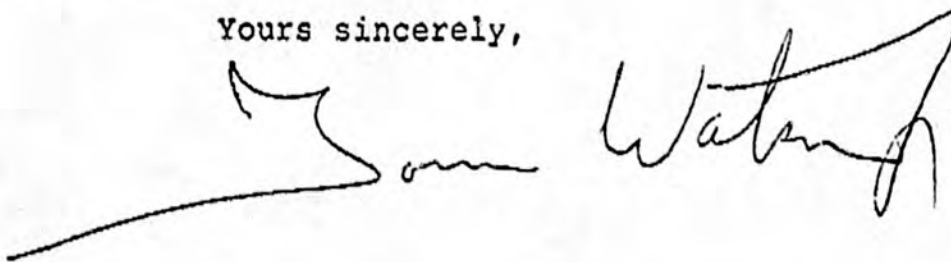
Then on my route from Moscow eastbound at each stop (and we stopped once a day in the middle of the day for fuel) there were veterans gathered from World War II some of whom I've known from 45 years before. So we had a triumphant march from Novosibirsk to Irkutsk and then to Yakutsk and finally to Anadyr, staying always in VIP guesthouses and living very high on the hog. My grandson had had no idea of how my stories of World War II Russia and tough conditions could possibly have been true.

We had a Russian navigator aboard and when we got to Alaska my grandson (age 18) took him to a MacDonald's. My grandson ate three Big Macs and drank four of those shakes and the navigator was just behind him with one less each. So my relationship with Moscow and Siberia has been intimate and frequent. While I was Ambassador there I visited almost every town in the country and saw to it that pictures of the original opening of the route were placed in the museum in Yakutsk.

It would be nice to know what you have in mind for a 50th reunion. I would like to participate with a personal contribution although I rather doubt whether IBM would be interested, but if I hear a little more about it from you, I'll then move forward.

Kindest regards.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "Sam Wabungh". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

Mr. Jim Vigesaa
Coordinator
Alaska/Siberia Lend Lease Reunion
P.O. Box 91125
Anchorage, AL 99509-1125

LEND-LEASE TO RUSSIA

THE MONTANA-ALASKA- RUSSIA CONNECTION



A HISTORY OF LEND
LEASE WITH
OLD PHOTOS OF
WADD FIELD ETC.

ALSIB: The Ferrying of Lend-Lease Aircraft from Great Falls, Montana, to the War Fronts of the Soviet Union, September 1942-September 1945

Excerpted from a report written by Deane R. Brandon, Gold Hill, Oregon.

On September 3, 1942, two flights of A-20 light bombers led by Lt. Edmund J. Averman and Lt. Albert D. Wickett touched down at Ladd Field, Fairbanks, Alaska. Thus began what was known as the ALSIB operation, in which almost 8,000 lend-lease aircraft were delivered to the Soviet Union over the Alaskan-Siberian route, from which the contraction AL-SIB originated. (In World War II documents, only the first letter in ALSIB was capitalized; for the purposes of this text, the contraction will be capitalized.)

The German armed forces had launched their tremendous attack against the Soviet Union on June 22, 1941. On July 27 of that year, Brig. Gen. Joseph P. McNarney, on duty in England, was dispatched to Moscow with instructions to discuss aircraft deliveries under a proposed American lend-lease program.

Meetings with Soviet Gen. Yakovlev proved unproductive, and Gen. McNarney terminated his visit on August 1.

In September 1941, American Ambassador Harriman suggested to Stalin that American lend-lease aircraft be delivered to the Soviet Union via Alaska using American crews. Stalin replied that the proposed route would be too dangerous. As a result, the Americans believed that all aircraft sent to the Russians would have to be flown over the very long South American-African-Middle Eastern route via Iran. Most of this route would carry the planes through desert sand, a well-known destroyer of aircraft engines. The only other alternative was shipping the aircraft in crates via ship. With the war situation what it was at the time, no method looked very promising.

On November 1, 1941, a member of the American Special Observer Group in England held a conference with Soviet Gen. Poughachev, vice chief (air) of the Soviet Military Mission in London. The Alaskan-Siberian route was again mentioned, but the proposal was received without enthusiasm. The Russians still believed that the shipping route to Murmansk and Archangel on the Arctic Ocean would be better, as would the Middle East route to Iran. In spite of this, America's Col. Griffiths was sent to Moscow on November 4, 1941, with instructions to find acceptable aircraft delivery routes to the Soviet Union. His best efforts were of no avail in selling the proposed Alaskan route.

In the meantime, thousands of miles away in Seattle, Washington, a new U.S. Army Air Corps unit was being activated. This unit was known as a "control point" for the ferrying of aircraft from the factories to bases throughout the country. The missions assigned consisted mostly of delivering B-17s from the Boeing factory to various domestic destinations. The control officer was Capt. Lloyd W. Earle, and his unit, based first at Boeing Field and later at 208 James Street, Seattle, consisted of 18 officers and 16 enlisted men.

According to the history of the 7th Ferrying Group, The Northwest Sector of the Domestic Division, Ferrying Command, was activated in January 1942 at the downtown Seattle location. One of the many new military units being organized at the time, it later became the 7th Ferrying Group.

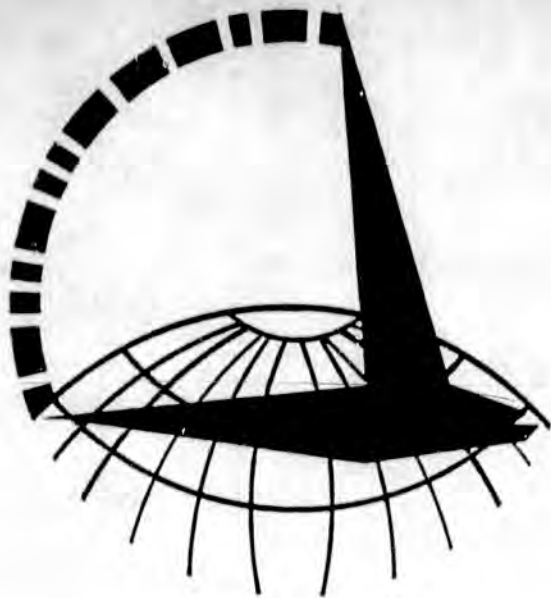
The Ferrying Command of the Army Air Forces had been activated in June 1941 for the purpose of "moving aircraft from factories to such terminals as might be designated by the Chief of the Army Air Corps." Later, the Ferrying Command was redesignated the Air Transport Command (ATC), with a Ferrying Division to deliver aircraft.

At control points selected by the commander of the Ferrying Command were stationed control officers, who were responsible for the assignment of pilots and crews in accordance with existing instructions, including proper clearance and routing over prescribed routes. All flights were made in daylight and only contact (now called VFR) flying was allowed.

After Pearl Harbor, it became imperative to rush men and war material to Alaska. In January 1942, plans were made for utilization of the route through Canada to Alaska. Canadian permission was obtained, and a contract was signed with Northwest Airlines on February 26, 1942, which called for that organization to support the ferrying mission and to haul high priority cargo over the route. Northwest Airlines sent its own personnel north to Edmonton, Fort St. John, Fort Nelson, Watson Lake and Whitehorse, where they performed station maintenance functions using the Canadian facilities. Later, they would set up a communications and meteorological service and a flight control system for their own aircraft.

Maj. Leroy Ponton de Arce was transferred from Long Beach, California, to temporary duty with the Northwest Sector on February 1, 1942. Capt. Earle then became executive officer, with Capt. Homer E. Fackler as operations officer.

A survey flight in March 1942 was the first Air Transport Command activity over the northwest route, although other Air Force commands had been moving aircraft over the route, using the string of primitive airstrips that the Canadian Department of Transport had been developing and those in Alaska that were being developed by the Army and the Civil Aeronautics Authority.



7th Ferrying Group insignia.

How unprepared we were for operations in the far north can be seen from the following report, sent by an AAF officer in early 1942: "Early in January, twenty-five P-40s of the 11th Pursuit Squadron set out for Elmendorf Field (Anchorage, Alaska). On January 12, twenty-two were still en route, three having crashed before reaching the Canadian border. Ten planes had left the United States and were somewhere between the Canadian border and Ladd Field (Fairbanks, Alaska). Nine were at Spokane and three were at Portland. Of the five transports that were to accompany the pursuit planes, three were still at Spokane and two were somewhere in Canada. Thirteen B-26s of the 77th Bombardment Squadron also set out for Alaska at the same time as the pursuit planes. On January 12, nine of them were somewhere between Spokane and Ladd Field and four were still at Spokane. Almost a month later, only thirteen of the P-40Es had arrived Elmendorf Field. Seven had cracked up en route and only four of these were salvageable. Five were still on the way. The B-26s met with even greater difficulties. Out of the thirteen that started for Alaska, five crashed. Four of the crackups took place in what is now known as 'Million Dollar Valley' between Edmonton and Fairbanks. Of the eight that finally arrived, four were grounded at Fairbanks and four at Elmendorf with faulty fuel installations."

The Air Transport Command's northwest route, as finally laid out, consisted of bases of varying sizes, from small detachments to major bases. They were located in a line which began in Great Falls, Montana, continued to Lethbridge, Calgary, Edmonton and Grande Prairie, Alberta; Fort St. John and Fort Nelson, British Columbia; Watson Lake and Whitehorse, Yukon Territory; Northway, Tana-

crass, Big Delta, Mile 26 (now Eielson Air Force Base), Ladd Field at Fairbanks, Galena and Nome, all in Alaska. This covered a distance of well over 2,000 miles; it was an additional 500 miles or so from Fairbanks to Nome.

Although the route over Alberta was in prairie country, where there were many farms and small towns as well as the cities of Edmonton and Calgary, the main part of the route was over a vast wilderness of muskeg, swamp and mountains mostly covered with the stunted scrub timber of the far north—spruce, tamarack and birch with willows along the rivers and lakes. For a pilot who was lost or had a failing engine or low fuel, it presented a real problem. There were few places to put down a plane, which meant bailing out via parachute in a real emergency.

In the early part of the operation, there were few radio navigational aids and the normal type of navigation was to follow the recently constructed Alcan Highway.

By the end of April 1942, Northwest Airlines was making regular flights from Minneapolis to Edmonton and on to Fairbanks. Western Airlines began flying the route from Great Falls on the 1st of May, and in about two weeks began regular schedules. United Airlines also began operating on the interior route.

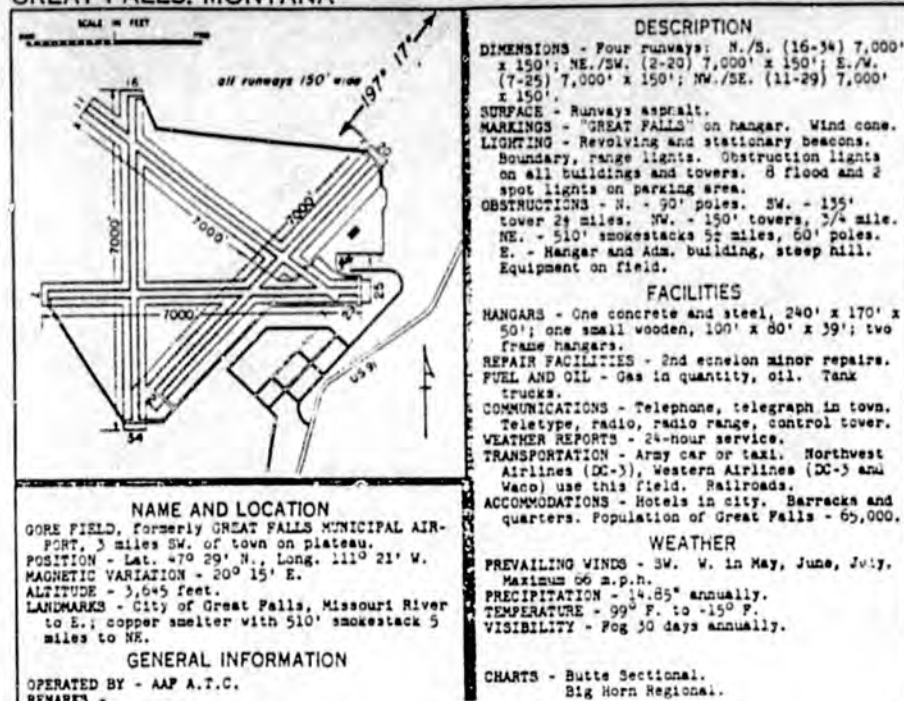
Also in April, Lt. Col. George Brewer, who had surveyed the Alaskan and Canadian portions of the route, recommended that Fairbanks be selected as the "turn over" point instead of Nome. Nome was over 500 miles closer to Soviet territory but was considered very vulnerable to Japanese attack from Aleutian bases. Fairbanks also had better facilities and had an advantage over Nome in the matter of weather.

At this stage, proposal followed proposal in regards to the route. By mid-May, Soviet officials reported that they were willing to accept aircraft delivered to them in Alaska. Plans for the ferrying operations then moved forward in Washington and at Air Transport Command headquarters.

In May 1942, Col. William H. Turner requested that a survey be made of Spokane, Washington, and Great Falls, Montana, with a view to moving the Northwest Sector headquarters out of Seattle. On June 2, Lt. Col. de Arce, Maj. Cleveland and Capt. Alma G. Winn flew to Spokane and then on to Great Falls to make the survey. Great Falls was tentatively selected, and Lt. Cockrell was detailed to make a complete survey of the situation at Great Falls. His report strengthened the decision of the staff to locate there. The three factors in favor of Great Falls were its record of over 300 good flying days per year, its position away from the dangerous coastal defense area and its convenient location to the series of airfields destined to become links in the north-west route.

The designation, 7th Ferrying Group, was first used on June 4, 1942, when the Northwest Sector was redesignated by that name. In the same general orders, Lt. Col. de Arce assumed command of the group. Maj. Lloyd W. Earle was

GREAT FALLS, MONTANA



Airmen were housed temporarily at the Civic Center in Great Falls.
COURTESY 7th FERRYING GROUP ASSOCIATION

the first member of the new group to make a survey flight over the route.

A memorandum from headquarters to the commanding officer of the 7th Ferrying Group directed that, "You will take necessary action to organize and operate a ferry route between Great Falls, and Fairbanks, Alaska."

In the meantime, as a result of the Japanese attack on Dutch Harbor that started June 3 and the invasion of Kiska and Attu which followed, 10 domestic airlines were on emergency runs to Alaska by the end of June. The pilots and crews of the 7th Ferrying Group and the crews of the tactical units flew aircraft north at an ever increasing rate, most going to support the developing Aleutian campaign.

On June 16, 1942, the commanding general of the AAF directed that a ferrying route to Alaska be developed. General order number 11, dated June 22, 1942, transferred the 7th Ferrying Group from Seattle to Great Falls. The Seattle per-

sonnel moved to Great Falls and shortly, officers and enlisted men began pouring in from various bases, including large numbers of enlisted men from the AAF Basic Training Center at Jefferson Barracks, Missouri. The first arrivals, under the direction of Maj. Frank C. Svoboda and Lt. Arthur Rush, had their first three meals at the Park Hotel.

There was no base or barracks to house the troops, so arrangements were made with the city to house the troops at the Ice Arena in the Great Falls Civic Center. Tents also were erected at the Fair Grounds. Newly arrived officers made their own housing arrangements. While plans went ahead for the construction of an air base on the Great Falls Municipal Airport, known as Gore Field, others were working on plans for another base just east of the city, which became known as East Base and today is known as Malmstrom Air Force Base.

On July 11, 1942, the 385th Air Base Squadron was acti-



East Base (now called Malmstrom Air Force Base) at Great Falls, Montana. This was the initial assembly point in the United States for the ferrying of Russian lend-lease planes to Alaska. The planes were partly or totally winterized here before being flown north.

USAF

Hangar at East Base.

USAF





25th Squadron formation at Gore Field, 1943. Maj. Breckenridge is pinning Air Crewman's wings on M/Sgt. Byrnes Ellender. COURTESY 7th FERRYING GROUP ASSOCIATION



Dayroom of the 7th Ferrying Squadron at Gore Field, January 1943. COURTESY 7th FERRYING GROUP ASSOCIATION

vated under Capt. W. Luker. This unit was responsible for the operation of the base. Other units were activated as needed.

On July 20, 1942, the 7th Ferrying Group began sending detachments north to airports at Lethbridge, Edmonton, Fort St. John, Watson Lake and Whitehorse. These detachments were from the 383rd Air Base Squadron, which had been activated for northern assignment. Headquarters of the 383rd was at Edmonton. During the three-year life of the ALSIB operation, there were many changes in unit designations with some units only lasting a short time before being inactivated.

Col. Alva L. Harvey and a 13-member group departed Washington, D.C., on July 31, 1942, in a B-24. With special Russian permission, they flew the entire proposed ALSIB route with a stop at Billings, Montana, and then on to Moscow via Edmonton, Fairbanks, Nome, Volkai, Seimchan, Oimekon, Yakutsk, Kirensk, Krasnoyarsk, Novosibirsk, Omsk, Sverdlovsk and Kazan. They were met by a Russian escort at Fairbanks on August 14, but the Russians decided that it was not practical to fly the B-24 into the



Original dance band at Gore Field, 1942. COURTESY 7th FERRYING GROUP ASSOCIATION

Soviet Union, so the mission was reduced to seven members and proceeded on to Moscow in two Soviet aircraft.

The Harvey mission was able to obtain considerable information about Soviet airfields, including the fact that all the fields from the Bering Sea coast to Kirensk were new, with the exception of Yakutsk. From Krasnoyarsk to Moscow, all the fields were modern and well equipped by the standards of the time. However, information obtained indicated that the supply situation was much in doubt, even down to the drinking water at the bases.

Finally, the Soviet government agreed to the establishment of the Alaskan-Siberian route. It was agreed that within three weeks, the AAF would deliver 50 A-20s, 12 B-25s, 43 P-40s and 50 P-39s aircraft to the Russians at Ladd Field. However, this proposal was soon revised downward when Maj. Gen. Alexander I. Belyaev, chairman of the Soviet Purchasing Commission, indicated that the Siberian bases were as yet unable to handle so many aircraft.

PREScribed NORTHWEST ROUTE ORGANIZATION,
AUGUST 14, 1942
ARMY AIR FORCES
AIR TRANSPORT COMMAND
FERRYING DIVISION
7th FERRYING GROUP

383rd AIR BASE SQUADRON	384th AIR BASE SQUADRON	385th AIR BASE SQUADRON
Edmonton, Alberta	Fairbanks, Alaska	Great Falls, Montana
DETACHMENTS	DETACHMENTS	DETACHMENTS
Fort St. John	Northway	Lethbridge
Fort Nelson	Tanacross	Kamloops
Grand Prairie	Big Delta	Prince George
Watson Lake	McCrath	Calgary
Whitehorse	Gabana	
	Nome	
	Anchorage	



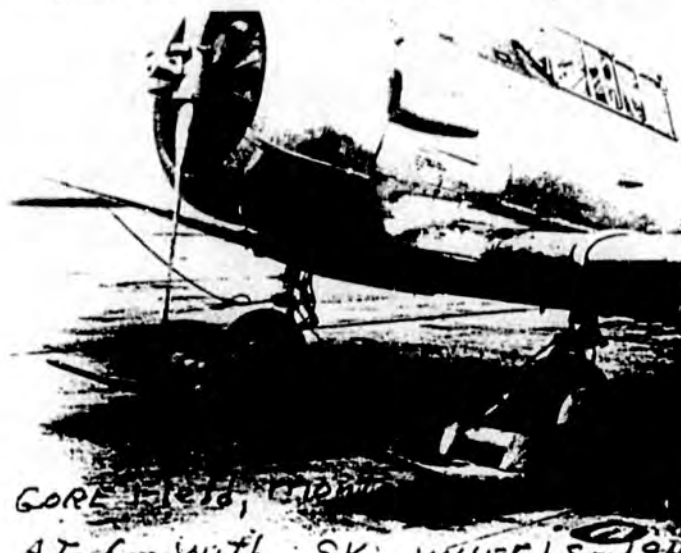
Gore Field was not immune to aircraft accidents. Here a P-38 has crashed on the runway in 1943.
COURTESY TURK HARSHBARGER, JEROME, IDAHO



An A-20 crashes at Gore Field. It has the Russian star already painted on it. COURTESY TURK HARSHBARGER, JEROME, IDAHO



A lend-lease C-47, foreground and a B-25, background, await departure at Gore Field for Alaska. These also have their Russian markings painted on the fuselage. AAC



An AT-6 trainer with ski-wheels mounted for snow landings at Gore Field, 1943.

COURTESY TURK HARSHBARGER, JEROME, IDAHO

This photo taken at the U.S. Air Base at Great Falls, Montana, during the war years, shows George "Racey" Jordan, then an Air Force major (right, rear) at a review honoring Eddie Rickenbacker (left, front row), Jordan's World War I comrade. Left to right front row are: Rickenbacker; Lt. Col. Harry Johansen, commanding officer of the 7th Ferrying Group; Col. R.L. Meredith, commanding officer of the base and Col. N. Kotikov, U.S.S.R. Air Force Mission Head. Maj. George O'Neill, control officer of the base is next to Jordan (left,



In mid-August, action was taken to create a command to be known as "The Northwest Ferrying Route," with Col. de Arce, C.O. of the 7th, as "route commander." The 384th Air Base Squadron was activated at Fairbanks, and soon the route was covered, with the 383rd having detachments at Fort St. John, Fort Nelson, Grande Prairie, Watson Lake and Whitehorse, while the 384th had its detachments at Northway, Tanacross, Big Delta, McGrath, Galena, Nome and Anchorage. Maj. Raymond F. Kitchingman, as C.O. of the 384th at Ladd Field, had the responsibility of turning over the delivered aircraft to the Russians. Because of his strategic position, he was required to report fully and often to Gen. Tunner at Ferrying Division headquarters in Cincinnati, Ohio.

The first Russian arrivals at Ladd Field were Col. Piskounov and Mr. Alexis A. Anisimov, members of the Soviet Purchasing Commission, who arrived on August 26, 1942. Two Russian aircraft arrived on September 4, bringing more mission members.

The Russian ferry pilots, the first of many to come to Ladd Field over the next three years, arrived on September 24. As far as can be ascertained, the Red Air Force did not assign pilots to extended duty ferrying ALSIB aircraft. The pilots were ordinary combat pilots who were given the ferry trips as a "rest from combat" or reward. The majority of these pilots and crews were older, tougher and more serious than their American counterparts.

After five days of intensive transition training, Lt. Col. Paul V. Nedosekin took off westward, leading the first flight of 12 A-20s on October 9.

Transition training of the Russian pilots was to be conducted by American personnel at Ladd Field and at Big Delta. At these two stations, the pilots would be checked out in the particular type of airplane that they were to fly home to the Soviet Union.

The Soviet Mission were very anxious to obtain the aircraft and advised that they would waive winterization requirements on all aircraft delivered before October 1.

Maj. Kitchingman received a bombshell on September 27, in the form of a telegram from Col. de Arce that read: "Return all transition pilots to their home stations immediately upon completion of transition duties with Russians." Other personnel, including civilian technical representatives, received similar orders.

Word was then received that the northwest route would not be used after all. Gen. Tunner gave Maj. Kitchingman permission to turn over to the Russians the 14 A-20s and the 30 P-40s then at Ladd Field, but was told to hold the six C-47s pending further orders.

As of October 12, deliveries of lend-lease aircraft over the route were again authorized. The anticipated number of deliveries during October was 15 B-25s, 50 A-20Es, 60 P-39s and 20 P-40s. On October 17, the Air Transport Command

activated a new unit designated the Alaskan Wing. Alaskan Wing ATC assumed full control of the route and ferrying operations north of Great Falls on November 1, 1942. The proposed "Northwest Route" command was abandoned, and the responsibilities of the 7th Ferrying Group for facilities north of Great Falls ceased.

The Alaskan Wing established its new headquarters in Edmonton, Alberta. First commander of the wing was Col. Thomas L. Mosley. Executive officer was Col. George E. Gardner, former vice president of Northwest Airlines.

Meanwhile, the 384th Air Base Squadron, with headquarters at Fairbanks, had placed detachments at Big Delta, Tanacross, Northway, Galena and Nome.

In February 1943, the commanding officer of the Alaskan Wing had the 16th Army Airways Communication Squadron take over all aeronautical radio installations. Northwest Airlines tried, in vain, to retain control. Records show that by March 1943, over 400 lend-lease aircraft had reached Fairbanks; 369 passed the checks of the Soviet Mission there, and had been accepted and flown away by Russian pilots. The accepted planes included 106 A-20s, 34 B-25s, 151 P-39s, 48 P-40s and 30 C-47s.

The winter of 1942-43 saw the Alaskan Wing increase its strength more than two-fold. By the end of March 1943, the wing had 240 officers and 1,497 enlisted men on its rolls.

On April 13, 1943, Col. Mosely was transferred to command of the North African Wing ATC, and Col. Dale V. Gaffney, C.O. of the Cold Weather Testing Detachment at Ladd Field, was offered command of the Alaskan Wing. He took over command of the wing at its headquarters in Edmonton, and four months later was promoted to brigadier general.

Two new ferrying squadrons were activated in the 7th Ferrying Group on April 15, 1943. They were the 90th, under Capt. Joseph L. Sullivan, and the 307th, under Maj. Reesor M. Lawrence.

During the course of 1943, much time and energy was spent in trying to expand operations and facilities of the Air Transport Command in Alaska and Canada. There was not only conflict between the Alaskan Wing and the 7th Ferrying Group, but also friction between the Wing and the Alaska Defense Command, Canadian Department of Transport, Canadian Joint Board of Defense, the Army Engineers and the U.S. Civil Aeronautics Authority.

Gaffney, now a brigadier general, soon became known as "The Screaming Eagle of the Yukon," but the ATC finally got the warehouses, repair shops, laundries, bakeries, mess halls, barracks and the latrines that it needed.

By the summer of 1943, there were many Russians stationed at Fairbanks, Nome, Galena, Edmonton and Great Falls. For the most part, the Russians and Americans got along well, although it was obvious that Soviet personnel had been warned against fraternization with American per-

sonnel. In turn, many American officers and men were highly prejudiced against the Russians due to years of warnings against the "Red Menace."

As could be expected there were aircraft losses, not only on the trip north but from the factories to Great Falls. Strangely, the Search and Rescue organization was slow to develop. Air crews were taught survival techniques and equipped with what was then the best flying and emergency gear available.

On July 20, 1943, women entered the ALSIB picture when the 880th WAAC Company was activated at Great Falls. As time went on, they worked at jobs ranging from airplane mechanics to private secretaries. Later a large group of WACs were sent to Whitehorse and another to Fairbanks, after the WACs were taken into the Army after having been auxiliaries in the WAAC.



Operations building at the Bismarck, North Dakota, detachment. COURTESY 7th FERRYING GROUP ASSOCIATION

On July 15, 1943, the 7th Ferrying Group established a detachment at the Bismarck, North Dakota, airport to service transient aircraft. Later this unit was taken over by the ferrying division in Cincinnati.

On October 15, 1943, East Base at Great Falls was transferred from the Second Air Force to the 34th Sub-Depot. Originally, processed aircraft left Gore Field, Great Falls, for the trip north. All activity was soon centered at East Base, insofar as arrivals, processing and departures were concerned.

On November 18, 1943, the 402nd Service Squadron was attached to Edmonton Air Base and the 405th Service Squadron to the Whitehorse Air Base. These units, together with the 6th Air Depot Group at Fairbanks and the 398th Service Squadron at Nome, provided the higher-echelon aircraft maintenance required at the major bases.

By December 1943, the Alaskan Wing had a strength of some 5,438 officers and enlisted men. The assigned personnel included 1,200 men who had passed through the Arctic Training School at Buckley Field, Colorado.



P-63s being pre-heated in frigid weather at Fort Nelson, British Columbia. AAC



Flight Officer Andrew Traverso and his flight of Bell P-63 Kingcobras at Fort Nelson, British Columbia. AAC



Flight Officer C.D. Markle flying a P-63 west of Canyon Creek, Yukon. AAC

With the organization in January 1944 of Search and Rescue Flights at Edmonton, Fort Nelson, Whitehorse, Fairbanks and Nome, the Alaskan Wing had in operation a systematic procedure for recovering missing personnel and aircraft. One hundred dollars reward was paid for information leading to the discovery of pilots or crew members

forced down in the bush. Posters were printed to make this known to trappers, Indians, prospectors and other civilians.

The Arctic Training School, a satellite of Buckley Field, Denver, Colorado, was located at Echo Lake on the slope of Mount Evans, some 10,600 feet above sea level. This school prepared personnel for duty in Arctic areas. The training included practical instruction in personal gear, use of clothing and equipment and Arctic travel. Enlisted personnel assigned to the Alaskan Division, Air Transport Command, were all processed through a six-week course at the school.



Salvaging a crashed P-39 at Carpenter Lake, Yukon.
COURTESY 7th FERRYING GROUP ASSOCIATION

Later the Arctic Training School was transferred to the Alaskan Division, ATC, and moved to East Base, Great Falls, Montana, and then to Namao, Alberta. Small detachments were sent to Search and Rescue Flights and other personnel were used to brief northbound pilots. Maj. A.K. Innes-Taylor was director of the Arctic Training School, while the technical phase of the training school was under Maj. Elga M. Glendy at East Base.

An entry in the Alaskan Division's history states:

"All aircraft assigned to Search and Rescue Flights are equipped with skis and wheels; in the spring and summer, some are equipped with floats. Most S.&R. aircraft carry automatic compasses capable of picking up the 'Gibson Girl' radio. Power launches and allied equipment are available wherever they are needed. Fort Nelson, Whitehorse, Fairbanks, and Nome maintain pack and sledge dogs. These dogs and the men who handle them are experienced travelers and have proven their value in arctic rescue work. Seventeen of these dogs are used in the Canadian Sector and a comparable number in the Alaskan Sector. An additional 20 head are being requisitioned for the Canadian Sector for use between Fort Nelson and Whitehorse. These dogs, Siberian, Eskimo, Malemute and MacKenzie River huskies, have

been trained exclusively for pack and sled work at Camp Rimini, Montana. A 'practical experience' training program has been prescribed for the Arctic Search and Rescue Training unit."

As a result of numerous aircraft accidents over the route during February 1944, the Alaskan Wing operations officer complained in a radiogram to ATC headquarters:

"The majority of these accidents could have been prevented provided the pilots had sufficient time in type aircraft being flown over the route. It also points to a lack of flight discipline. This headquarters cannot continue to accept responsibility of accidents unless sufficient transition time is given to pilots departing over this route."

Accidents listed for the month were: a mid-air collision between two P-39s near Harding Lake, southeast of Fairbanks; the forced landing of an A-20, flown by Lt. A.J. Neal, which went down at Calgary, Alberta, due to partial engine failure; a forced landing near Fairbanks of a P-39, flown by Lt. Joseph Sulmeyer, caused by weather conditions and poor judgement on the part of a flight leader; and a C-64 crash at Carpenter Lake that killed Lt. W.L. Nodine and the plane's crew chief. Nine additional accidents occurred to ferried and assigned aircraft.

As of March 31, 1944, the installation at Gore Field became known as the 557th Army Air Forces Base Unit. Under this new set-up, it was not necessary to issue general orders to activate squadrons.

The movement of a typical ALSIB airplane from the factory to Fairbanks worked as follows. Ferrying Division control officers were stationed at the factories. These officers were advised of aircraft ready for delivery by air material command officers at the same factories. The aircraft distribution office in Dayton, Ohio, advised them of the destinations of these planes. At the same time, the control officers kept in close touch with the ferrying group which they represented.



A P-63 on a flight over the frozen north country. AAC

Whitehorse airport, October 1943. A-20s and P-39s being refueled for their final leg to Ladd Field and Marks Field.

RF



For example, when a P-63 was turned over to the AAF by Bell in Buffalo, New York, through the material command officer, he in turn contacted the control officer. The latter turned the plane over to a pilot, usually one from the 3rd Ferrying Group of Romulus, Michigan. This pilot would deliver the plane to East Base in Great Falls.

In May 1944, the 16th AACCS Squadron, which supplied radio and teletype services to the Alaskan Wing from Edmonton to Nome, was designated the 60th AACCS Group with two squadrons, the 122nd serving Canada and the 123rd Alaska.

As facilities on the route improved, the Soviet Union chose to have larger proportions of its lend-lease aircraft delivered over the route. In June 1944, Gen. Leonid G. Rudenko, chairman of the Soviet Purchasing Commission in Washington, requested that all aircraft to be delivered under the Fourth Protocol be sent by way of Fairbanks. On July 1, 1944, the Alaskan Wing ATC was redesignated the Alaskan Division ATC.

The last A-20 was accepted by the Russians in July 1944. However, this was not to be the last heard of the A-20s.

There were two classes of pilots assigned to ferrying aircraft in the Air Transport Command. The first was the graduate of the Army Flying Training Program who, upon graduation, received the aeronautical rating of "airplane pilot" and usually a commission as second lieutenant. Some were made flight officers. Flight officer rank was equal to warrant officer and was utilized only during World War II. The other class of pilot was the civilian trained pilot who was taken into the Army as a flight officer with the aeronautical rating of "service pilot." The service pilot wore the same silver wings as a regularly rated pilot except that there was a letter "S" on the shield of his wings.

On August 14, 1944, the 25th, 307th and 90th Ferrying Squadrons were inactivated and their personnel taken into



Russian ferry pilots arriving at Ladd Field. Soviet combat pilots were sent to Alaska to pick up lend-lease aircraft. It was regarded as a "rest from combat."

COURTESY 7th FERRYING GROUP ASSOCIATION

the 7th Ferrying Squadron. This put all the pilots and crews into one unit. The squadron strength became 559 officers and 39 enlisted men, a somewhat unusual type of squadron. By this time, ALSIB required a large number of pilots.

In August 1944, a record-breaking 423 aircraft arrived at Ladd Field. Two hundred thirty-seven were delivered in September and 186 in October. The 11th Air Force received nine replacement aircraft from September deliveries, while the Cold Weather Testing Detachment got nine.

On September 6, 1944, the new Red Air Force insignia was painted on aircraft for the first time. It was a red star with a narrow white border outline. This replaced the red star in a white globe or circle.



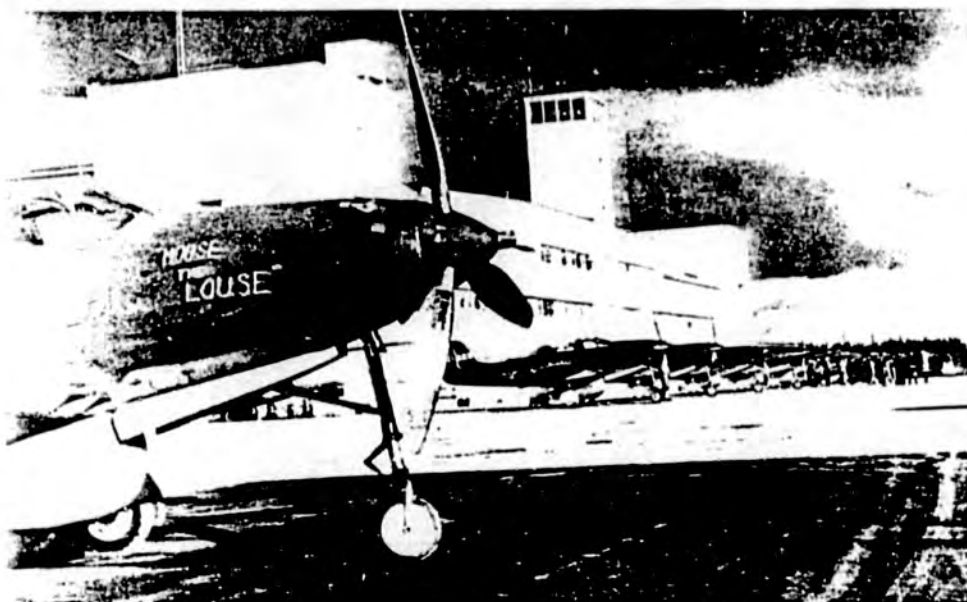
Russian officers quarters at Ladd Field. AAC



B-25s on the line at Ladd Field at 35° below zero F. AAC

Main hangar and tower at Ladd Field. P-39s are lined up on the ramp.

COURTESY 7th FERRYING GROUP ASSOCIATION



P-39s on the ramp at Ladd Field. AAC

On Sept. 10, 1944, ceremonies were conducted at Ladd Field to celebrate the delivery of the 5,000th lend-lease airplane over the ALSIB route. Left to right are: Col. Russell Keiller, Brig. Gen. Dale V. Gaffney and Soviet Col. P.S. Kisilov. Note that the display airplane has its tail number censored.

COURTESY 7th FERRYING GROUP ASSOCIATION



Weather services were provided for the ALSIB operation by the 16th Weather Squadron. Four weather and four AACS men were sent to Dease Lake on September 13, and the same numbers to Takla Landing on the 17th. The Takla Landing men moved into sumptuous quarters which had recently been abandoned by Pan American Airways. These quarters included two married couples' quarters and a dwelling for bachelors, in addition to an operations building and housing for the power plant. They had wood stoves and running water.

While the airbases needed for the ALSIB operation were relatively few in number, the sites required for weather and communications services were many. Many of these outposts provided nothing but discomfort, loneliness and hardships. There were only a few men at each post and most of the sites were very isolated. They were resupplied infrequently, usually by the UC-64s of the Search and Rescue Flights. The men that served at these outposts will never forget such places as Cape Wales, Point Spencer, Koyuk, Kokrines and Kaltag in Alaska; Trout Lake and Eskimo Point in the Canadian Northwest Territories; Takla, Dease Lake and Muncho Lake in British Columbia; Duck Lake, Manitoba and Island Falls in Saskatchewan; and Brooks Brook, Rancheria, Trout-Liard, Morely River, Flight Strip Eight, Canyon Creek and Swift River in the Yukon Territory. At their peak, there were over 60 of these stations covering western Canada and Alaska.

Life at the air bases was not always easy, either. Galena, long viewed by many division personnel as a place of exile for the visibly disaffected and flagrantly uncooperative, received a shot in the arm from Gen. Gaffney in September 1944. The general stated publicly that the assignment of a man to Galena was on the basis of a tough job to be done, and not as punishment for wrongdoing. The men at Galena were commended for having accomplished a difficult undertaking

with remarkably good spirit. Be that as it may, Galena was still considered the hell hole of the entire route stretching from Great Falls to Nome.

Life at Tanacross also became brighter on September 15, 1944, when the base theatre, rather appropriately named "The Parka Palace," opened to a capacity audience of 180 persons. During the month the Officers Club also opened, though it still lacked paint, and visiting officers were more comfortably cared for in a newly painted and decorated Stout house, left vacant by departing civilian employees. Baking, laundry and dry cleaning equipment, installed in July at Tok Junction, 10 miles south of Tanacross, was operated by the utility detachment at Tanacross aided by seven men from Northway.

A spacious, well-heated, Nissen hut-type building was completed at Whitehorse during September 1944, for use as a theatre or general recreation hall. During the first week of October, Whitehorse experienced a critical shortage of meat, potatoes and perishable food stuffs. The base had been without cheese for five months. Fresh meat and vegetables were being delivered by ship to Skagway and then transported on the White Pass & Yukon Railroad to Whitehorse. The WP&Y was out of service for a period of three weeks because of land slides. To relieve the situation, the Alaskan Division provided air transport and brought in 84,000 pounds of food to the Whitehorse base.

The 550th AAF Band was transferred to Edmonton from East Base, and morale was boosted at Whitehorse in October 1944 by the arrival of 125 WACs originally destined for Fairbanks. They were far from satisfied when they found out they were going to Whitehorse instead. After spending 15 days at Great Falls being processed, equipped and briefed, they began their plane trip. On October 15th, they left East Base, crossed the line into Canada, and upon arrival at Whitehorse, became the division's first "overseas" WACs.



Vice-president Henry A. Wallace, returning from a trip to China and Siberia, stopped at Ladd Field in 1944. He is dining with Col. N.S. Vasin, commanding officer of the Russian Air Force's first aviation ferrying regiment, who was stationed at Nome and Col. Russell Keiller, commanding officer of Ladd Field.
LC USW 33-53756-2C



Galena airbase during the 1945 Yukon River flood.
COURTESY 7th FERRYING GROUP ASSOCIATION

Conditions at Whitehorse were an eye opener for the girls. The notions of what the northland held for them were a combination of misinformation, popular legend, the poet, Robert Service and the stories they had heard of what the men in the AAF had experienced in the early days of the division.

Other problems experienced at the ALSIB bases included fires and floods. The occurrence of two disastrous fires at Ladd Field, Fairbanks, in May and June 1945, drove division fire loss rates to a high level.

The first and most costly fire occurred shortly before 1800 hours in the evening of May 26 in Hangar 5, a birchwood building which housed those lend-lease aircraft in the course of processing. Though smoke was noticed at five minutes to six, the fire department was not called until about 20 minutes later. Though it appeared at one time that the fire was being brought under control, this hope was dashed as the

main water supply failed. Investigation revealed that the water level in one well had fallen below the point at which it could be raised by the mobile pumping unit in use. The hangar was a total loss, with damage at well over a half million dollars. As well as could be determined, the cause appeared to be spontaneous, for the fire originated in a linseed oil soaked mop which was stored in a metal container in one of the classrooms.

The second costly fire took place the following month. Early in the afternoon of June 26, fire broke out in the WAC barracks. This building had been completed in February. Efforts to save the building were unavailing, and by the time the fire fighters succeeded in extinguishing the flames, the barracks was 95 percent destroyed. The damage was estimated at \$230,000. One fatality occurred; a WAC, caught in the shower room, was unable to escape. Several others escaped by jumping from second story windows. All possessions, including clothing, were lost. Defective wiring was believed to be the cause of the fire, but the ineptness of the fire fighting personnel contributed to the completeness of the loss.

In the latter part of May 1945, Galena experienced its third flood in as many years. Each year the waters of the Yukon River had backed and flooded the airbase, only a stone's throw from the river. Efforts to prepare against the flood were of some value. Weather personnel studied data of years gone by in an attempt to anticipate the probable time and intensity of the 1945 flood. Stocks of bombs were made ready for the bombing of ice jams. Careful watch was kept on the river as far upstream as Fort Yukon, so that as much warning as possible could be given. Dikes were reinforced. These efforts proved relatively unavailing.

The ice broke at Fort Yukon on May 19. For the next few days, men worked feverishly as the water rose. On May 24, the waters began to rise rapidly, increasing in rate as evening



Marks Field, Nome, Alaska. Here the lend-lease aircraft took off for the flight to Siberia under operational control of the Russians. COURTESY 7th FERRYING GROUP ASSOCIATION

came on. All night long men worked with bulldozers, reinforcing the lowest and weakest places in the dike. In the morning, the water broke through and soon cut a gap of 25 feet in the dike. Work was abandoned, and personnel and supplies were moved out of danger. All activity ceased except radio communications, weather service and the work necessary to feed personnel.

Throughout the next two days, the water continued to rise until on the 27th, the level was seven feet above the 1944 level. By this time the field was completely inundated. Men slept on roofs, upper floors and in and under trucks parked on high ground. Many slept and ate on the gravel piles and dikes. Water purifiers were set up on the gravel pile. Drinking water was carried to men in the hangar. Sanitary facilities in the hangar consisted of buckets which were emptied out windows. The ice jams were bombed by the 11th Air Force to little avail. The Navy sent PBYs, in which a number of men were evacuated to Fairbanks and Nome. After reaching its peak on May 27, the water began to drop.

Discouraging is perhaps a moderate word to apply to the shambles which was left as the Yukon retreated from the base. Sixty-eight buildings were lost or unrepairable. Dozens of others needed repairs. Tons of supplies were lost or damaged. Personal belongings were lost. By the end of July, the main area within the dike had been cleaned up. Reconstruction went ahead. One hundred fifty men were placed on detached service at Galena from other stations, and they did not

return to their home bases until August. All construction was ordered halted at Alaskan bases, including Galena, in August 1945.

Returning to the previous year, the 5,000th airplane was delivered to the Russians at Ladd Field on September 10, 1944. Deliveries declined after that date. This development was surprising, as the forecast had been that "this forecast will not change in the event that Germany is not defeated by 1 October, 1944."

September 1944 also marked the delivery of the last three P-39s and the final acceptance of the last 12 to the Russians.

Several periods of bad weather, one from September 15th to 19th and the other from October 24th to 28th, 1944, retarded deliveries of aircraft. These periods were reflected in an increased number of station stops and a lengthening of elapsed time between Great Falls and Fairbanks. For single-engine aircraft, the increase in the number of station stops was comparatively small, but for twin-engine planes it was appreciable. P-63s averaged one additional day to cover the route in September 1944 as compared with August; in October, the preceding month's median of 4.4 days jumped to 8.9. Twin-engine planes spent over twice as much time enroute in September as they had in August.

By October the figure was reduced, but it remained above the August median. Overall median elapsed time from departure at Great Falls to acceptance by the Russians amounted to eight and 13 days respectively for twin engine



The first Russian military mission to Alaska arrives at Nome in the late summer of 1942. AAC



Brig. Gen. Dale Gaffney, commanding general of the Alaskan Wing, Air Transport Command being welcomed by Col. N.S. Vasin, commander of the Russian detachment in Alaska. LC USW 33-53757-2C



A-20 bombers on the strip at Marks Field. Note the lettering on the near aircraft. LC USW 33-53755-2C

planes, and to 13 days during both months for the P-63s.

The Alaskan Division's first headquarters staff Search and Rescue officer, Maj. Joseph Westover, was appointed September 16, 1944. Prior to that date he served as Search and Rescue officer, sector A. He retained his former assignment along with assignment to the staff.

Flight A, which had centered its operations at Edmonton air base for many months, was transferred to Namao, the transfer being completed on September 28, 1944. This action was taken in anticipation of the imminent transfer of ferrying operations from Edmonton to Namao, and since ferried and tactical aircraft are Search and Rescue's primary concern.

it was considered appropriate that Flight A should be located at Namao as well.

The need for a long-range airplane for inland search and rescue involving extended flight had been noted by Brig. Gen. Francis M. Brady, ATC Air Inspector, in his report following an inspection of the Alaskan Division. Gen. Gaffney was able to report that a B-17 had been requested. Until it arrived, and it was not expected until late fall, it was proposed that two C-47s be assigned for long-range search and rescue, one to go to each Search and Rescue sector. In late October 1944, three pilots were sent to Gore Field, Great Falls, Montana, to take transition training in B-17s, so

as to be prepared when the division planes arrived.

The desirability of relocating the Watson Lake radio range, a matter which had been considered for a year, was reemphasized in April 1945. The difficulty with the existing range location lay in the fact that the pilot, prior to his let-down, had to locate the cone and execute a sharp right turn toward the runway. A miscalculation in passing over the cone, at which time the plane is at 3,500 feet, would lead him directly into 3,000-foot mountains just ahead. The proposed relocation would provide a straight-in approach. Gen. Gaffney stated that at least three aircraft had been lost because of this installation. As the war ended in August, nothing had been done.

The Russians expected an early end to the war in Europe, as this Intelligence Report from Nome, written in April 1945, indicates:

"A large number of Russian aircraft have been parked at this base for several weeks. Ferrying from here to Siberian bases has been spasmodic due to weather conditions west of Nome, to a reported flooding of certain Russian bases in Siberia, and to what appears to be an increasing apathetic attitude by Russian personnel as to speed of delivery of aircraft to Siberian bases. Approximately six weeks ago a Russian non-com was reported to have told a small group of our enlisted men that he would return to his home by June 1st. During the past week, many Russian officers are reported to have made remarks, quite openly, that they would soon be packing and leaving Alaska, giving June 1 or July 1 as probable departure dates. Russian pilots display no interest in flying unless weather is CAVU, in contrast to past policy of flying in almost any weather. In short, the war necessity pressure appears to be removed and no longer engrosses the Russian personnel stationed or transient at Nome."

In May 1945, the Russians again started receiving A-20 light bombers over the route, of which 97 were delivered. During the same month, AT-6 advanced trainers started arriving and 54 of a projected 225 were delivered by the end of the ALSIB operation. With the close of the war in Europe, deliveries of lend-lease aircraft continued but were cut back sharply.

The close of the war in Europe, which also wrote "finis" to the need for ferrying planes to the Russians for use on the eastern front, brought about some abrupt revisions in ALSIB plans. The crux of the matter was, of course, Russian decisions regarding the war in the Pacific. It seemed perfectly obvious that if the U.S.S.R. entered the war against Japan, business over the northwest route would pick up tremendously. Air Transport Command was informed on May 22, 1945, that delivery of P-63s at the rate of 200 per month would continue for May and June. B-25s now en route or to be delivered from factories would complete the commitments for May and June and would proceed according to previous plans. The 225 AT-6s would be summarily



Deane Brandon, author of the ALSIB story, inspects the wreckage of a P-39 which crashed shortly after takeoff from Ladd Field in September 1944, killing its Russian pilot. Even in 1972, when this photo was taken, the wreckage was still visible in a wooded area off Badger Road, Fairbanks.

COURTESY 7th FERRYING GROUP ASSOCIATION

reduced to 55; C-47 assignments for May and June would continue as scheduled. After June 30, no deliveries were planned, with the exception of 240 C-47s delivered at the rate of 40 per month for the remainder of the year.

After June 30, the ferrying activity in the division consisted of the movement of previously allocated P-63s, A-20s, AT-6s and the new commitments of C-47s. One hundred fifty-seven planes were delivered in July; three types, 71 P-63s, 40 C-47s and 46 A-20s, made up the number. In August, the total fell to 37, of which 32 were C-47s. The remainder consisted of two P-63s, two A-20s and one AT-6. By this time, even the new commitments for C-47s had been cancelled.

By the end of August 1945, 7,971 planes had been delivered to the Russians at Fairbanks and 7,926 had been flown away from that base by Russian pilots. Of these, the Russians accepted 5,066 fighter aircraft, all of which, with the exception of 51, were either P-39s or P-63s. A-20 light bombers numbered 1,363. B-25s numbered 732, C-47s 710 and C-46 one.

In the final phase of the ALSIB movement, from November 1944 through August 1945, 2,447 planes were delivered to Fairbanks. During the same period, 180 other planes were delivered to the Ladd Field Cold Weather Testing Detachment and to the 11th Air Force.

There was no movement of aircraft to the Cold Weather Testing Detachment after April 1945. The detachment received its first B-29 in November 1944, and two more arrived in the next two months. Other unusual arrivals included a Bell P-59 jet fighter for which special fuel had been distributed over the route, a P-61 night fighter and two A-26 light bombers.

The 11th Air Force received 143 planes, the majority of which were P-38s. In mid-November, the division was advised that beginning in December, 50 B-24s would be delivered to the Russians each month until a total of 200 had been sent. In documents dealing with estimated foreign delivery, the B-24s continued to be mentioned as late as December. However, the subject was dropped eventually and no B-24s were ever delivered.

In May 1945 came the first two planes of a projected 100 A-20s, and in the months that followed, 97 were delivered. This was the first movement of A-20s since the preceding July and came as a surprise to the division, for advice had been to the effect that this model was to be discontinued. One C-46, the only one of its type ever to be delivered over

the route to the Russians, came through in April 1945. Advanced training planes, AT-6s, were newcomers in the ALSIB movement. These made their first appearance in May and although 225 were originally projected, the figure was reduced to 55 after VE Day.

By the end of September 1945, the ALSIB operation was finished. The last Russians departed Fairbanks in October.

From September 1942 until ALSIB ended in September 1945, the following numbers of aircraft were delivered over the route:

P-39	2,618
P-63	2,397
P-40	48
P-47	3
A-20	1,363
B-25	732
C-47	710
C-46	1
At-6	54
Total	7,926



Many planes crashed on the long flight from Great Falls to Fairbanks due to weather conditions, mechanical problems and sometimes pilot error. This C-47 came down near Fort Nelson, British Columbia in 1943. GA

Flight Officer

The rank of "Flight Officer" existed in the USAAF only during World War II. It was equal to the rank of "Warrant Officer" and only those awarded pilot or aircrew wings of the various kinds could be made Flight Officers. Many F/O later received commissions as Second Lieutenants.

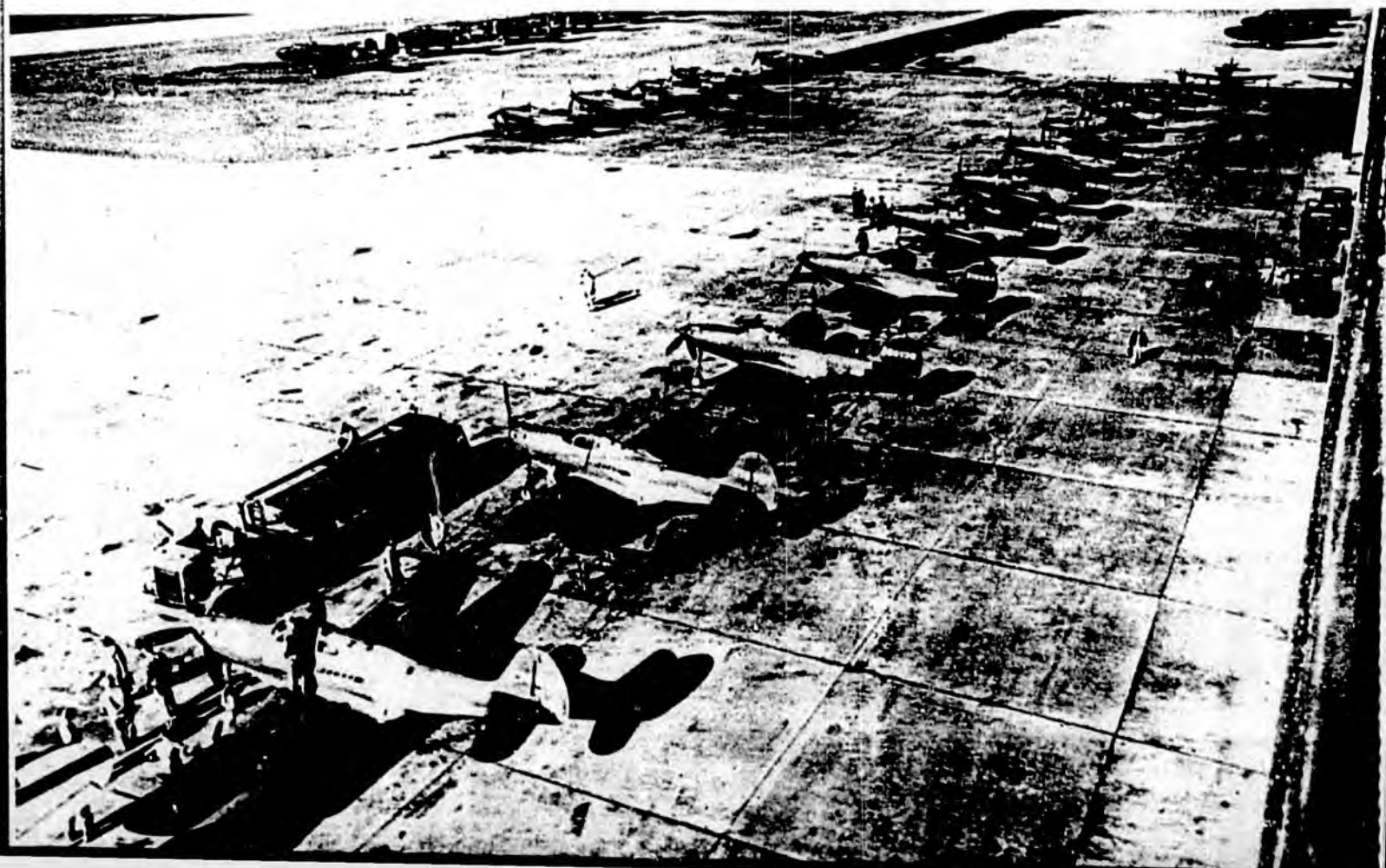
The rating of "Service Pilot" was awarded to certain qualified civilian pilots who were taken into the service directly as

pilots. They wore a letter "S" on the shield of their wings as opposed to the regular wings. In 1944, due to over production of pilots in the Air Training Command, many civilian contract flying instructors were taken into the Ferrying Division of the Air Transport Command to ferry aircraft, being given "S" pilot wings and the rank of Flight Officer.



Russian lend-lease aircraft lined up at Ladd Field near Fairbanks, Alaska. The top photograph shows Douglas A-20 bombers and the bottom photograph shows Bell P-39 fighters. The Red Star was painted on the aircraft before they were flown north from Great Falls.

USAF



4000
DELIVERED
ALASIA ROUTE
LNUO FIELD ALASIA
10 SEP 1944





This Russian war plane helped protect the first military mission to arrive in Alaska at Nome in the late summer of 1942.

USAF

The first Russian military mission to Alaska arrives at Nome in the late summer of 1942. The soldiers in helmets and the officer in riding breeches are American; the rest are Russian. The Russian aircraft has been heavily camouflaged.

USAF





Russian and American "comrades" in 1942.

UAA

Severe weather conditions and the Russians' inexperience with U.S. planes caused many accidents. This bomber was wrecked on the edge of the runway at Nome.

UAA



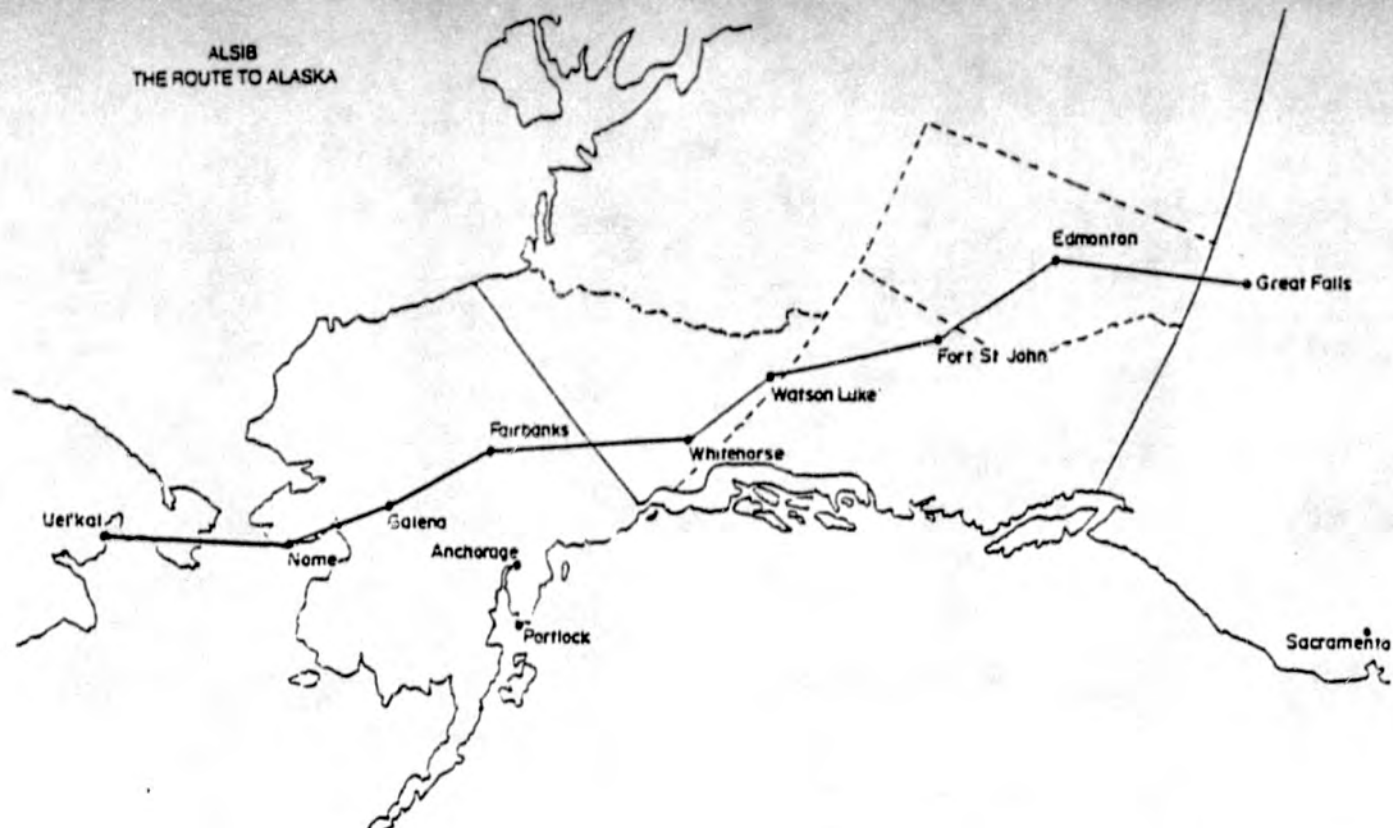


Once in a while the bitter cold, fog, wind, and isolation of Nome were broken by a social activity. Here Russian and American officers and their partners dance at the officers' club. USAF

At East Base, Great Falls, Montana, on Oct. 6, 1944, Russian Maj. Gen. Slavin boards a C-47 for his home journey to Moscow following the Dumbarton Oaks conference in Washington, D.C. Lt. George W. Lanschinski (back to camera), the Alaskan Division interpreter and a United Nations representative bid him and the other Russian delegates goodbye. USAF



ALSIB THE ROUTE TO ALASKA

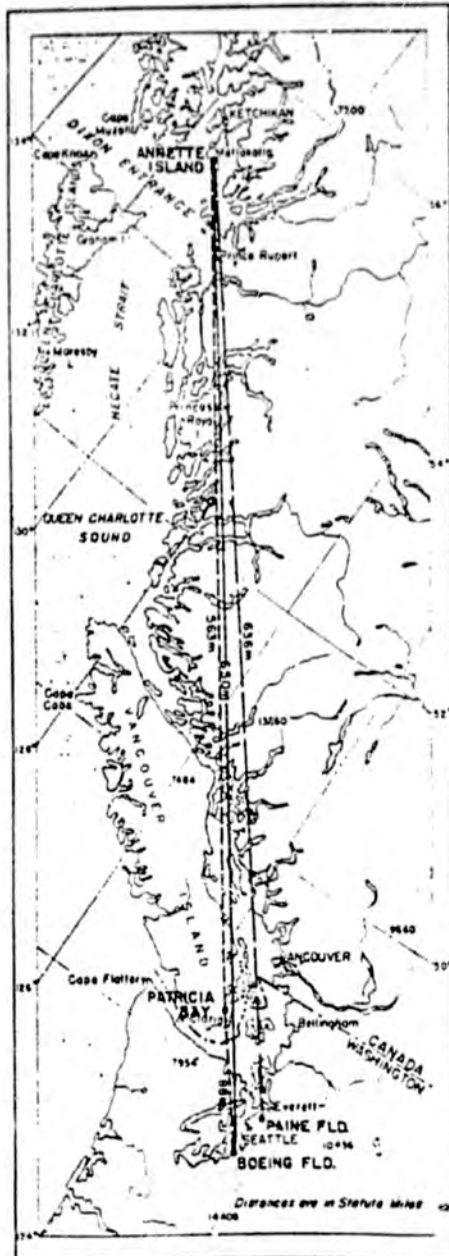


ALSIB THE ROUTE ACROSS SIBERIA



ROUTE INFORMATION

ROUTE INFORMATION
COASTAL ROUTE
SEATTLE TO ANNETTE



GREAT FALLS TO EDMONTON

All the major stops on this route are equipped with radio range stations and the route presents no major difficulties to flying. From Great Falls to Lethbridge, the track is over sparsely settled, fairly low, rolling country averaging 4,000 feet in altitude and crossed by numerous streams. Lethbridge is located on the conspicuous Oldman River.

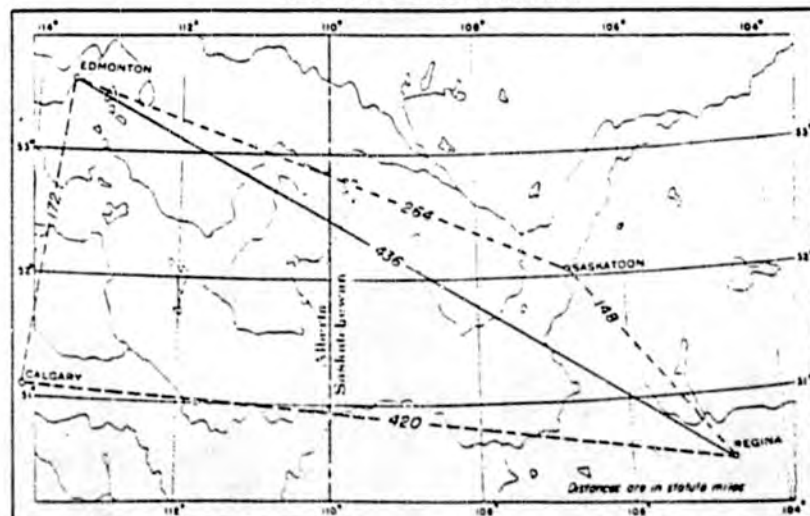
Flat plateau country between 3,000 and 3,500 feet in altitude, is typical between Lethbridge and Calgary. The Canadian Pacific Railroad runs between these two points and may be followed with little sacrifice in distance. Fifty-five miles out from Lethbridge, the course passes directly over Kirkcaldy. There are seven landing fields in the Calgary area, the best field lying to the northeast of the city. Calgary is located on the Bow River, which on the straight course is crossed 42 miles southeast of the airport. Most of these fields are training stations for the R.C.A.F. and due caution should be observed in this area because of the large number of planes in the air.

The railroad continues from Calgary to Edmonton, keeping to the west of the track for the first half of the distance, and to the east of the track for the latter half. Seventy-four miles from Calgary, Penhold Airport is 4 miles left ahead, and at 63 miles the large Red Deer River is crossed. The terrain is low, fairly level, and north of the Red Deer River a great many lakes are in evidence. Edmonton is very conspicuous from a distance and like the other large cities in this area, is situated on a large river, the Saskatchewan.

COURSES AND DISTANCES

FROM	TO	STATUTE MILES	NAUTICAL MILES	TRUE COURSE	MAGNETIC COURSE
GREAT FALLS	EDMONTON	441	374	143°	123° (143°)
GREAT FALLS	LETHBRIDGE	162	141	135°	115° (135°)
LETHBRIDGE	CALGARY	107	93	134°	111° (131°)
CALGARY	EDMONTON	170	149	170°	142° (162°)
CALGARY	PENHOLD	73	63	14°	339° (159°)
PENHOLD	EDMONTON	100	87	11°	346° (166°)

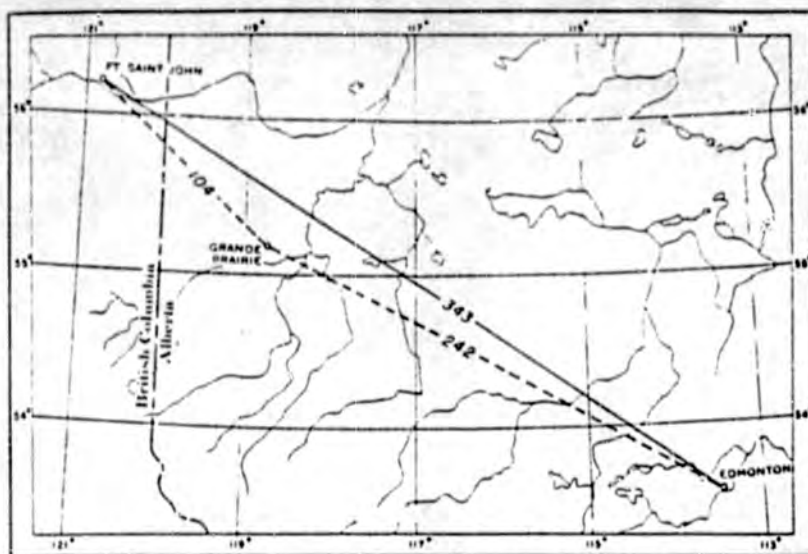
REGINA TO EDMONTON



CONFIDENTIAL

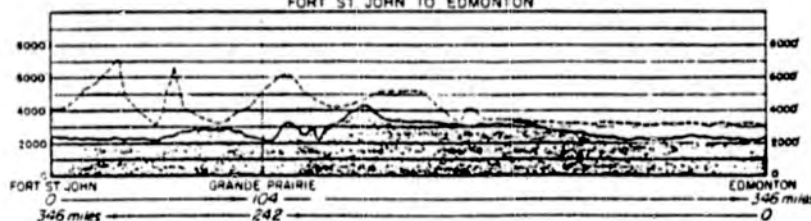
ROUTE INFORMATION

EDMONTON TO FORT ST. JOHN



FLIGHT PROFILES

— ON TRACK
--- 30 MILES EITHER SIDE OF TRACK
DISTANCES IN STATUTE MILES
FORT ST. JOHN TO EDMONTON



COURSES AND DISTANCES

FROM	TO	STATUTE MILES	NAUTICAL MILES	TRUE COURSE	MAGNETIC COURSE
EDMONTON	FORT ST. JOHN	346	298	102°	274° (94°)
EDMONTON	GRANDE PRAIRIE	242	210	100°	273° (93°)
GRANDE PRAIRIE	FORT ST. JOHN	104	90	120°	291° (111°)

EDMONTON TO GRANDE PRAIRIE

For the first fifty miles northwest of Edmonton, the terrain is flat to rolling, extensively cultivated, and with few small communities located throughout the area. The route follows closely the route of the Canadian Pacific Railroad to White Court, where it terminates at the junction of the Sarvataman and Athabasca Rivers. The next 150 miles, the country is uninhabited, and uncultivated, and no railroads or highways are observed. Emergency landings over this area would be extremely difficult and rescue parties would have considerable difficulty in getting to the site of the landing. Just prior to reaching Grande Prairie, the country flattens out and is extensively cultivated, with a few small communities located around the immediate vicinity at Grande Prairie. Emergency landings can be effected over this area safely. Charts of this area are not very accurate, and rivers indicated on these charts are not to be relied upon as landmarks for navigation purposes.

RADIO FACILITIES - The northwest leg of the Edmonton range is projected directly on this course and the southeast leg of the Grande Prairie range interlocks with the northwest leg of Edmonton. Under normal reception conditions, radio contact for navigation purposes can be maintained between these two points and it is recommended that pilots avail themselves of these facilities although flights may be proceeding contact. The range station at Grande Prairie is so located with the northwest leg projected directly over the field at Grande Prairie making low instrument approaches at these stations feasible.

INTERMEDIATE FIELDS - No intermediate fields are available for the entire distance between Edmonton and Grande Prairie.

NIGHT FLYING AIDS - With the exception of obstruction, boundary and beacon lights at Grande Prairie, no night flying aids are available on this leg of the route.

GRANDE PRAIRIE TO FORT ST. JOHN

For the first forty miles, the terrain is quite flat and extensively cultivated, with few small communities located in the immediate vicinity of Grande Prairie. Several large lakes can be observed from the course and serve as landmarks to the pilot over this area. Beyond this point, the terrain rises slightly and becomes uninhabited and quite heavily timbered with the average height of the hills about 3,000 feet above sea level. This uninhabited hilly and timbered country continues to Fort St. John and although numerous streams and rivers cross the route, due to the inaccuracy of present charts, they are not to be relied upon for navigation purposes. Within the immediate vicinity of Fort St. John, limited cultivation will be observed and few small communities are situated in the area. On this leg of the route, because of the rolling, hilly and timbered terrain, emergency landings would be difficult to effect safely.

RADIO FACILITIES - The northwest leg of the Grande Prairie range is projected along this course and the southwest leg of the Fort St. John range, although it is not interlocked with the northwest leg at Grande Prairie, is sufficiently close to the magnetic bearing of this route to be used in the approach to Fort St. John. Under normal radio conditions, contact can be maintained with these two stations for navigation purposes. The range site of the Fort St. John range is located to offer feasible low instrument approach.

INTERMEDIATE FIELDS - The only intermediate field available between Grande Prairie and Fort St. John is a flight strip under construction at Dawson Creek.

NIGHT FLYING AIDS - No night flying aids are available on this route with the exception of obstruction, boundary and beacon lights on the field at Fort St. John.

FORT ST. JOHN TO FORT NELSON

From Fort St. John to Fort Nelson, the terrain is chiefly hills, heavily timbered, averaging about 3,500 feet in height, with deep ravines and numerous streams and rivers. The territory is uncultivated and uninhabited with the exception of a few trappers and Indians trading with the Hudson Bay Company at Siksika. There are few landmarks with the exception of the rivers crossed on the route, and charts for this area are unreliable. Because of the nature of the terrain, emergency landings over this area would be difficult.

RADIO FACILITIES - The northwest leg of the Fort St. John range is projected along this area and the southeast leg of the Fort Nelson range approximately interlocks. Under normal radio conditions, radio contact is easily maintained between these two stations and it is recommended that these radio facilities be used even during contact flights. The range station at Fort Nelson is located southwest of the airport and the northeast leg is projected over the field, making low instrument approaches feasible at this station.

INTERMEDIATE FIELDS - No intermediate fields are available between Fort St. John and Fort Nelson. Several flight strips are under construction to the west of the route.

NIGHT FLYING AIDS - With the exception of obstruction, boundary and beacon lights at Fort Nelson, no intermediate night flying facilities are available.

FORT NELSON TO WATSON LAKE

Immediately upon leaving Fort Nelson, the terrain rises rapidly, becoming mountainous with high ranges of the Rocky Mountains plainly visible to the west. The route parallels this range the entire distance to Watson Lake with the average elevation between 7,000 and 8,000 feet above sea level. To the north and northeast, the terrain is much lower but the entire route over which this course is projected is rugged and mountainous. About 30 miles northwest of Fort Nelson, the route crosses the Liard River and follows closely to the grand canyon of the Liard for about 40 miles. The terrain over this area is high, averaging about 7,000 feet above sea level, offering few sites for emergency landing. Weather conditions over this area frequently are bad because of squall conditions due to the effect of the close proximity of the mountains. The charts for this area are unreliable; however, the course of the Liard River is quite accurately plotted. The Liard River offers an excellent landmark for pilots during contact flight and can be followed the entire distance into Watson Lake.

RADIO FACILITIES - The northwest leg of the Fort Nelson range is projected on a magnetic bearing of 249° and approximately interlocks with the east leg of Watson Lake range. Because of the distance between these two range stations, under normal radio conditions continuous radio contact is difficult. Therefore, heading should be established immediately upon leaving Fort Nelson and should be maintained until reliable signals are heard from the Watson Lake station. The south leg of the Watson Lake range is projected directly over the field; however, it is not in line with the projection of the runway. Reasonable low instrument approaches are feasible at Watson Lake; however, extreme caution should be used in following the procedure.

INTERMEDIATE FIELDS - No intermediate fields are available between Fort Nelson and Watson Lake, but several flight strips are under construction along the route.

NIGHT FLYING AIDS - No intermediate night flying aids are in operation between these two points; however, beacon, obstruction and boundary lights are in operation at Watson Lake.

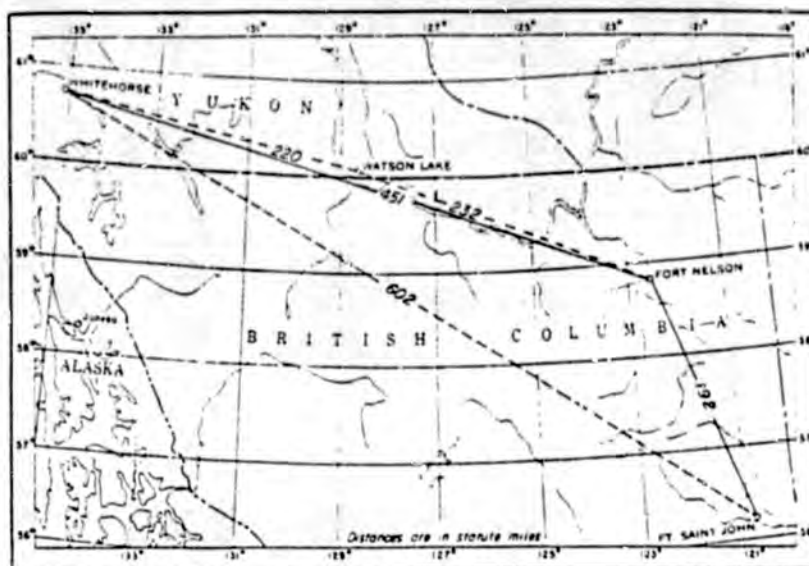
WATSON LAKE TO WHITEHORSE

For the first fifty miles, northwest of Watson Lake, the terrain directly on course is rolling, heavily timbered plateau, averaging an elevation of about 2,500 feet above sea level. As the course proceeds west, the mountains to the south form a horseshoe over the route and rise rapidly to an average elevation of about 8,000 feet above sea level. About 100 miles west of Watson Lake lies Wolf Lake, and just prior to reaching Wolf Lake, the terrain recedes, forming a wide valley running north and south, offering emergency landing within the immediate vicinity of Wolf Lake. Immediately after passing Wolf Lake, the mountains again rise rapidly to 7,000 feet with some peaks on the route extending to 8,000 feet above sea level. The mountains continue into Whitehorse, with Whitehorse lying in a narrow valley. Wolf Lake offers an excellent landmark for pilots as it is the largest lake in the area on the course. Teal Lake lies to the south of the course and is plainly visible about 40 miles west of Wolf Lake. Numerous streams and rivers will be observed which are not plotted on the charts, and caution must be exercised in following these rivers during contact flight.

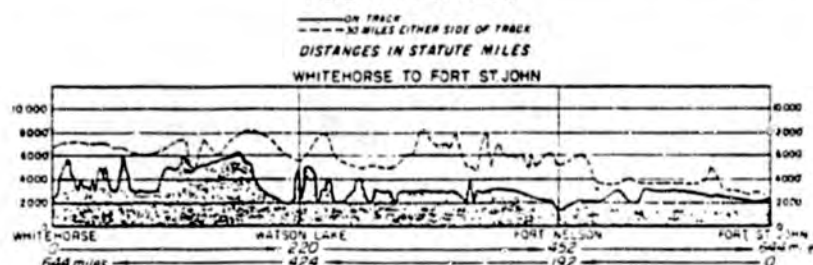
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ROUTE INFORMATION

FORT ST. JOHN TO WHITEHORSE



FLIGHT PROFILES



COURSES AND DISTANCES

FROM	TO	STATUTE MILES	NAUTICAL MILES	TRUE COURSE	MAGNETIC COURSE
FORT ST. JOHN	WHITEHORSE	644	523	301°	269° (89°)
FORT ST. JOHN	FORT NELSON	192	168	339°	307° (127°)
FORT NELSON	WHITEHORSE	451	392	287°	254° (74°)
FORT NELSON	WATSON LAKE	212	201	244°	253° (79°)
WATSON LAKE	WHITEHORSE	220	191	283°	240° (69°)

RADIO FACILITIES - The west leg of the Watson Lake range is projected on a magnetic bearing of 249° degrees and interlocks with the east leg of the Whitehorse range. Because of the great distance between these two stations, contact with these ranges is difficult to maintain, and the range at Teal should be used as a check point. It is recommended that upon leaving Watson Lake, a heading be established on the west leg of this range and maintained until signals are readable from the Whitehorse station. Pilots should use these facilities even during contact flight.

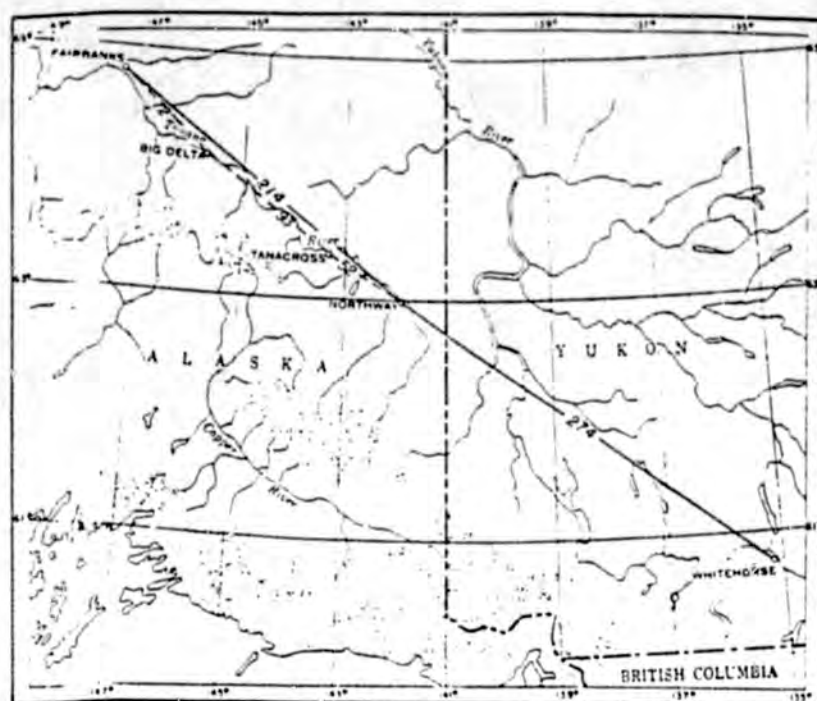
INTERMEDIATE FIELDS - No intermediate fields are available between Watson Lake and Whitehorse except for several flight strips which are under construction.

NIGHT FLYING AIDS - With the exception of the beacon, obstruction and boundary lights at Whitehorse, no night flying aids are available for this leg of the route.

CONFIDENTIAL

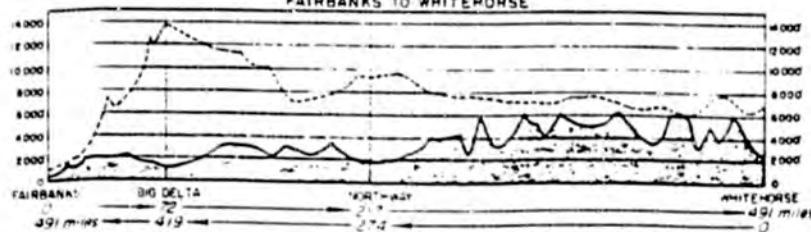
ROUTE INFORMATION

WHITEHORSE TO FAIRBANKS



FLIGHT PROFILES

— ON TRACK
 --- 30 MILES EITHER SIDE OF TRACK
 DISTANCES IN STATUTE MILES
 FAIRBANKS TO WHITEHORSE



COURSES AND DISTANCES

FROM	TO	STATUTE MILES	NAUTICAL MILES	TRUE COURSE	MAGNETIC COURSE
WHITEHORSE	FAIRBANKS	486	422	306°	275° (95°)
WHITEHORSE	NORTHWAY	274	237	305°	270° (90°)
NORTHWAY	FAIRBANKS	214	186	307°	276° (90°)
NORTHWAY	BIG DELTA	145	126	303°	271° (91°)
BIG DELTA	FAIRBANKS	72	63	312°	281° (101°)
NORTHWAY	TANACROSS	52	45	304°	272° (92°)
TANACROSS	BIG DELTA	91	81	306°	275° (95°)

WHITEHORSE TO FAIRBANKS

The terrain between Whitehorse and Northway, a distance of 274 miles, is generally mountainous with numerous streams and rivers lying across the route. Immediately upon leaving Whitehorse, the terrain rises rapidly to an average elevation of 7,000 feet, making contact flight during adverse weather hazardous. About 70 miles northwest of Whitehorse, the route passes over Alashnik Lake, a long narrow lake easily distinguished by its shape. At the northwest end of the lake it is joined by a small stream with Sekulzan Lake, another long lake, lying north and south, also easily identified from the route. Emergency landings could be effected with consequent damage, however, to aircraft in this area, and during freeze-up, flights could be landed safely on the ice. From Alashnik, for the next 75 miles, the route is extremely mountainous with no valleys and the average elevation of these mountains is 7,000 feet above sea level. Beyond this, the route crosses Wellesley Lake, which lies in a wide valley, to rolling plateau country with numerous valleys, rolling hills and intermittent mountains averaging 4,000 feet in height. Along the entire route from Whitehorse to Northway, the course parallels the St. Elias Mountains which lie approximately 50 miles to the southwest. These mountains are extremely high and rugged with peaks extending from 10,000 feet to 18,000 feet above sea level. Just prior to reaching Northway, the plateau flattens out into another large bowl with fewer rolling hills but with numerous scattered lakes. Contact flight from this point to Northway can be accomplished safely at low altitudes. The plateau continues in a northwesterly direction beyond Northway for about 40 miles; however, it narrows down into a wide valley and has a few hills rising to an elevation of about 3,000 feet. The course also approaches nearer to the St. Elias or Alaska range of mountains which now border the southwest side of the plateau. About 40 miles northwest of Northway, the terrain rises into rolling hills and mountains averaging in height about 3,000 to 4,000 feet above sea level. Upon reaching George Lake, the country again flattens out into a wide valley; however, the course follows within 20 miles of the Alaska mountain range. The range at this point averages about 8,000 feet in height, some peaks extending up to 9,000 and 10,000 feet above sea level.

At Big Delta, the valley broadens out, although Mt. Hayes, 13,740 feet in height, is only 35 miles south at this point. The terrain in the immediate vicinity of Big Delta is flat and marshy and contact flights at 3,000 feet can safely be made. At Selkirk Lake, the valley widens further, and the Alaska range turns in a westerly direction leaving only a low range of hills to the west and northwest. For the entire distance from Northway to Fairbanks, the route follows closely the course of the Tanana River, which is an excellent landmark for pilots in contact flight. Caution is advised, however, in following the Tanana River with low visibility as frequent bends and turns are prevalent and the river at times approaches dangerously close to the higher mountains to the north.

RADIO FACILITIES - Between Whitehorse and Fairbanks, radio ranges in addition to the installations at Whitehorse and Fairbanks, are in operation at Northway and Big Delta. The northwest leg of the Whitehorse range approximately interlocks with the southeast leg of the Northway range and although it is difficult under normal radio conditions to maintain contact the entire distance, it is recommended that pilots establish heading on departure from Whitehorse. The range at Northway is located about 12 miles northeast of Northway and the southwest leg projects directly over the runway. Because of the few obstructions in the immediate vicinity at Northway, low instrument approach is feasible. However, caution is advised in following the procedure closely. Between Northway and Big Delta, the northwest leg of the Northway range and the southeast leg of the Big Delta range approximately interlock. Under normal conditions, continuous radio contact can be made over this leg of the route. At Big Delta also, the range station is located approximately 12 miles northeast of the field and the southwest leg is projected along the NE/SW runway. All approaches at this field are zero and this site makes low instrument approach feasible. From Big Delta to Fairbanks, the northwest leg of the Big Delta range is projected on a magnetic bearing of 281° and intersects the northwest leg of the Fairbanks range about 8 miles southwest of Fairbanks. Present identification procedure at Fairbanks requires pilots report at this intersection and contact the control tower at Ladd Field for approach and landing instructions.

INTERMEDIATE FIELDS - Intermediate fields are available between Whitehorse and Fairbanks at Northway, Tanacross and Big Delta, and all of these fields are adequate for large aircraft.

NIGHT FLYING AIDS - With the exception of the lighted fields at Whitehorse, Northway, Big Delta and Fairbanks, and beacons installed at these points, no other night flying aids are in operation.



Looking west from atop a hangar showing a large number of lend-lease aircraft, Ladd Field. COURTESY 7TH FERRYING CO.



A Russian flight crew and an American officer in front of a lend-lease plane, 1942.

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