

HJR

27

4/26/2001

Alexander Dolitsky, Director Alaska-Siberia Research Center

Mr. Dolitsky asked that this statement be presented to the Committee on his behalf. He has met with Senator Murkowski and Senator Stevens yesterday and today. Each has a copy of the resolution as passed out of the House.

He stated that the support of the Alaska legislature through passing this resolution will have an important role in the decision making by Congress for funding. A request has been submitted and it is on the appropriation list.

HJR 27 – Alaska –Siberia lend-lease program

List of Witnesses

Alexander Dolitsky – President, Alaska-Siberia Research Center 1-215-414-3327

Mr. John Binkley – Director, Alaska-Siberia Research Center 1-907-479-6006

**Mr. Robert Price – member Board of Directors
Alaska-Siberia Research Center 1-907-349-3281**

In person

Representative Richard Foster, Alaska State Legislature, MVA Finance chair

R. T. Wallen, Sculptor 586-6517



**Special Committee on Military & Veterans' Affairs
Representative Mike Chenault, Chair**

Committee Members

Representative Bev Masek
Representative Lisa Murkowski
Representative Joe Green
Representative Pete Kott
Representative Sharon Cissna
Representative Joe Hayes

Alaska State Capitol, Room 432
Juneau, Alaska 99801-1182
Phone 907-465-3779
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AGENDA



April 17, 2001
5:00 p.m. - 6:30 p.m.

House Finance Room 519

- I. Call to order
- II. Roll call
- III. Introductions
- IV. Mr. Robert K. Uhrich with the Naval Facilities Engineering Command presentation on current information regarding the Adak base closure activities.
- V. HJR 27 - A Resolution supporting the erection of monuments in Alaska, Russia, and Canada to commemorate the World War II lend-lease program between the United States and the Union of Soviet Socialist Republics.
- VI. Next Meeting -- No scheduled meetings until further notice
- VII. Adjournment

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- IV. Summary
- V. Detailed Outline of project including maps and artist's sketches
- VI. Article: Alaska at War, 1941-1945
Written by Alexander Dolitsky and edited by Fern Chandonnet
- VII. Letters of support
- VIII. Letters to the editor
 - A. Fairbanks Daily News Miner
 - B. Anchorage Daily News
 - C. Juneau Empire
- IX. List of witnesses

STATE OF ALASKA

REPRESENTATIVE
MIKE CHENAULT



Official Business

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HOUSE OF REPRESENTATIVES

Sponsor Statement – House Joint Resolution 27

“WWII ALASKA-USSR LEND-LEASE MONUMENTS”

HJR 27 expresses the Legislature’s support for the erection of monuments in Alaska, Russia, and Canada to commemorate the World War II lend-lease program between the United States and the Union of Soviet Socialist Republics.

The Federal lend-lease Act was enacted during World War II by President Franklin Delano Roosevelt to establish collaboration between the U.S. and the USSR against Germany and its allies. The Act designated Alaska as the exchange point for war materials between the countries from 1942 to 1945.

Many Alaskans worked together with the Soviet citizens. The cooperative lend-lease program demonstrated that two nations could compromise their views, cultural values, and principles enough to achieve a common mutually beneficial goal.

This project will contribute to the further understanding of Russian-American relations and will provide new insights on the World War II period in Alaska.

FISCAL NOTE

STATE OF ALASKA
2001 LEGISLATIVE SESSION

Fiscal Note Number: _____
 Bill Version: HJR 27
 (H) Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: _____
 Title: Alaska-Siberia Lend lease program BRU: _____
 Sponsor: Rep. Chenault Component: _____
 Requester: _____ Component Number: _____

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

| OPERATING EXPENDITURES | FY 2002 | FY 2003 | FY 2004 | FY 2005 | FY 2006 | FY 2007 |
|------------------------|------------|------------|------------|------------|------------|------------|
| Personal Services | | | | | | |
| Travel | | | | | | |
| Contractual | | | | | | |
| Supplies | | | | | | |
| Equipment | | | | | | |
| Land & Structures | | | | | | |
| Grants & Claims | | | | | | |
| Miscellaneous | | | | | | |
| TOTAL OPERATING | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

| | | | | | | |
|-----------------------------|--|--|--|--|--|--|
| CAPITAL EXPENDITURES | | | | | | |
|-----------------------------|--|--|--|--|--|--|

| | | | | | | |
|-------------------------------|--|--|--|--|--|--|
| CHANGE IN REVENUES () | | | | | | |
|-------------------------------|--|--|--|--|--|--|

FUND SOURCE (Thousands of Dollars)

| | | | | | | |
|--------------------------|------------|------------|------------|------------|------------|------------|
| 1002 Federal Receipts | | | | | | |
| 1003 GF Match | | | | | | |
| 1004 GF | | | | | | |
| 1005 GF/Program Receipts | | | | | | |
| 1037 GF/Mental Health | | | | | | |
| Other (Specify Type) | | | | | | |
| TOTAL | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

Estimate of any current year (FY2001) cost: 0.0

POSITIONS

| | | | | | | |
|-----------|--|--|--|--|--|--|
| Full-time | | | | | | |
| Part-time | | | | | | |
| Temporary | | | | | | |

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Leona Oberts, MLV Committee Aide Phone 465-2811

Representative Mike Chenault Date 4/12/2001
Committee Chair

Alaska-Siberia Lend-Lease Memorial

This project is intended to erect a monumental bronze sculpture celebrating and commemorating the Lend-Lease program between United States and Russia during World War II. This project will contribute to our further understanding of Russian-American relations and will bring to light new data on the World War II period in Alaska. Many Alaskans feel that Alaska's role during WWII is underrepresented. The monument will illustrate the strategic and social importance of Alaska then and today and will seek to preserve the memories of those Alaskans who shaped and participated in the Alaska-Siberia Lend-Lease program. A cast of the sculpture is to be sited in Fairbanks, Alaska, with possible second and third casts to be established in Russia and Canada somewhere along the old Lend-Lease flight route.

In the 31 months of the Alaska-Siberia Lend-Lease program (1942-1945), nearly 8,000 aircraft (or 7 percent of those produced in Soviet plants) and other numerous supplies were sent through Great Falls for transfer to Russia. Many Alaskans worked together with Russians on the cooperative program. At the height of the program there were anywhere from 150 to 600 Russian pilots and other personnel at Ladd Field alone. Ladd Field, now called Ft. Wainwright, Alaska, was designated as an exchange point between Alaska and Siberia from 1942 to 1945 under the Lend-Lease Act. Although the two nations still faced a possible invasion from the Japanese Islands, the Northwest and Alaska-Siberia Routes was a vehicle for hope.

This project will be coordinated by Alexander B. Dolitsky and sculpted by R. T. Wallen. Alexander B. Dolitsky is a Director of the Alaska-Siberia Research Center in Juneau, Alaska and R. T. Wallen is an internationally recognized sculptor and printmaker. R. T. Wallen completed many sculptures for the city of Juneau, Merck & Co., Inc. in New Jersey, Carter Center in Atlanta, World Bank in Washington DC, World Headquarters of the World Health Organization in Geneva, Switzerland, and recently for the University of Houston, Texas.

The Alaska-Siberia Research Center will be a recipient of funds and will be responsible for all financial and technical aspects of the project. The Alaska-Siberia Research Center (AKSRC), a non-profit, non-partisan educational and research institution based in Juneau, Alaska, is an independent center for thought and opinion on Alaska-Siberia affairs and cultures. The AKSRC has been classified by the Internal Revenue Service as a tax-exempt, publicly supported, educational and research institution as described in section 501(c)(3) of the Internal Revenue Code as amended by the Tax Reform Act of 1969

Alaska-Siberia Lend-Lease Memorial

Perceived Need:

This project is intended to erect a monumental bronze sculpture celebrating and commemorating the Lend-Lease program between the United States and Russia during World War II. This project will contribute to our further understanding of Russian-American relations and will bring to light new data on the World War II period in Alaska. Many Alaskans feel that Alaska's role during WWII is underrepresented. The monument will illustrate the strategic and social importance of Alaska then and today and will seek to preserve the memories of those Alaskans who shaped and participated in the Alaska-Siberia Lend-Lease program. A cast of the sculpture is to be sited in Fairbanks, Alaska, with possible second and third casts to be established in Russia and Canada somewhere along the old Lend-Lease flight route.

Project Summary:

In May 1942, President Roosevelt suggested to the Russian authorities that American aircraft be flown to the USSR via Alaska and Siberia and Russian ships picked up Lend-Lease supplies from America's west coast ports for ferrying across the Pacific to Vladivostok and other Russian Far Eastern ports in addition to two other routes proposed earlier in July 1941. In this way, Lend-Lease supply could reach the Ural industrial complex around Magnitogorsk via the Trans-Siberian Railway (Figures 1, 2, 3). Soviets, however, were hesitant to use the Alaska-Siberia route. Nevertheless, with losses mounting on the sea run to Murmansk and the great distances involved in the Middle East, the Soviets finally agreed to open the Alaska-Siberia air route on August 3, 1942. The air route connecting Great Falls, Montana, Edmonton and White Horse, Canada, Fairbanks, Galena and Nome, Alaska was established in North America (Figure 4). A major airfield was built in Nome, the last stopping point for the planes before they left for Siberia. In Siberia airplanes continued their long trip from Uel'em through Markovo, Yakutsk, Kirensk, Krasnoyarsk and finally to Novosibirsk (Figure 5).

From 1941 to 1945, about \$12.5 billion in war materials and other supplies (nearly the amount of the Marshal Plan to Western Europe from 1946 to 1949 or \$16 billion) were shipped to the Soviet Union over four major routes. In addition to non-military items, the Soviet Union also received under lend-lease agreement: 15,000 airplanes or 12 percent of Soviet production; 9,000 tanks and self-propelled guns or 10 percent of Soviet production; 362,000 trucks and

47,000 jeeps—compared to 130,000 trucks manufactured in the Soviet Union. All this equipment greatly contributed to the mobility and survival of the Red Army.

In the 31 months of the Alaska-Siberia Lend-Lease program (1942-1945), nearly 8,000 aircraft (or 7 percent of those produced in Soviet plants) and other numerous supplies were sent through Great Falls for transfer to Russia. Undoubtedly, the Alaska-Siberia Lend-Lease program is a focal point in modern history. Many Alaskans worked together with Russians on the cooperative program. At the height of the program there were anywhere from 150 to 600 Russian pilots and other personnel at Ladd Field alone. Ladd Field, now called Ft. Wainwright, Alaska, was designated as an exchange point between Alaska and Siberia from 1942 to 1945 under the Lend -Lease Act. Although the two nations still faced a possible invasion from the Japanese Islands, the Northwest and Alaska-Siberia Routes was a vehicle for hope.

Goals and Objectives:

The aim of this project is twofold: (1) to commemorate North American and Russian participants in the Alaska-Siberia Lend-Lease period and (2) to demonstrate the importance of the Alaska-Siberia Lend-Lease program in overall victory of World War II. Many Alaskans assisted Russians during the War. Despite political tensions between the two nations, in the summer of 1941 the United States offered the USSR a generous lend-lease that expressed their desire for close collaboration with the USSR against their common enemies, Germany and its allies. From 1942 to 1945, the Alaska-Siberia Lend-Lease program demonstrated that two nations could compromise their views, cultural values and principles enough to achieve a common, mutually beneficial goal. The monument will commemorate an important chapter of Alaska's history and will demonstrate the need for peaceful cooperation with our foreign neighbors whose political and economic systems differ from ours.

Technicality and Personnel:

This project will be coordinated by Alexander B. Dolitsky and sculpted by R. T Wallen. Alexander B. Dolitsky is a Social Studies Instructor at the Alyeska Central School, Alaska Department of Education and Early Development; Instructor of Russian Studies at the University of Alaska Southeast and Director of the Alaska-Siberia Research Center.

R. T. Wallen is an internationally recognized sculptor and printmaker. He works in many media but has specialized in printmaking. He is best known for his stone lithographs of Alaska wildlife and Native people. He completed many sculptures for the city of Juneau, Merck & Co., Inc. in New Jersey, Carter Center in Atlanta, World Bank in Washington DC, World Headquarters of the World Health Organization in Geneva, Switzerland, and recently for the University of Houston.

The Alaska-Siberia Research Center will be a recipient of funds and will be responsible for all financial and technical aspects of the project. The Alaska-Siberia Research Center (AKSRC), a non-profit, non-partisan educational and research institution based in Juneau, Alaska, is an independent center for thought and opinion on Alaska-Siberia affairs and cultures. The AKSRC has been classified by the Internal Revenue Service as a tax-exempt, publicly supported, educational and research institution as described in section 501(c)(3) of the Internal Revenue Code as amended by the Tax Reform Act of 1969.

Specific Activities:

The methods and research strategy chosen for this project may be divided into four categories: (1) literature survey and analysis relevant to the aims underlined in the goal and objectives section, (2) study of historical, first-hand sources in the major archives and libraries of North America and Russia, (3) visits to the most significant historical sites of the Alaska-Siberia Lend-Lease program to take photographs and make personal study of ethnohistoric materials, (4) interview-survey of the Alaska-Siberia Lend-Lease participants. The following Alaskans gave their consent to help us with the project.

Bill Schoeppe, Juneau, Alaska. Mr. Schoeppe was stationed at Ladd Field, Fairbanks, Alaska from 1942 to 1945 as a Technical Representative for North American Aviation.

Randy Accord, Fairbanks, Alaska. Mr. Accord served in the Army Air Corps at Fairbanks during WWII as a test pilot.

Charles M. Binkley, Fairbanks, Alaska. Mr. Binkley has been a riverboat captain on the Yukon River from 1935 to the present.

Dr. James W Brooks, Juneau, Alaska. Former commissioner of the Alaska Department of Fish and Game. Dr. Brooks was stationed at Ladd Field in Fairbanks during the winter of

1942-1943. He guided Lend-Lease aircraft into revetments, heated engines and test fired aircraft guns. He went on to become a B-24 Liberator pilot and served in Italy.

Blake W. Smith, North Vancouver, BC., Canada. Mr. Smith is the author of the 1999 book, *Warplanes to Alaska*, and has extensive collections and knowledge of the Lend-Lease program.

Ellen Campbell, Juneau. World War II Aircraft ferry pilot.

Cecilia Hunter, Fairbanks. WAC aircraft ferry pilot, WWII.

Lend-Lease Sculpture-Schedule Outline *

Phase 1 (01.10.01-01.01.02): Design, research and development. Develop concept for sculpture, design sculpture, research for uniforms and possibly including visits to museums or other sites. Locate and acquire or copy photos of pilots in winter flight gear and uniforms. Interview and confer with Lend-Lease veterans and others with special knowledge of the Lend-lease program. Acquire certain materials for casting such as flight goggles, medals, WWII parachute pack, uniform parts and, most important, find and acquire rights to mold and cast P-39 Airacobra propeller, spinner and cannon. Confer with foundry people about logistics and timetable, materials for molding and casting propeller. Develop sketches or drawings of project. Use models in uniforms for sketches for figures in sculpture. Work up armatures for maquettes. Confer with foundry people about logistics of casting. Finalize site for sculpture in Fairbanks, confer with Fairbanks officials and outline concept for design of site. Location, orientation of sculpture on site, design and construction of plinth or base for sculpture, public access and landscaping, benches, lighting, etc. all need to be decided upon.

Phase 2 (01.01.02-01.09.02): Point-up maquettes for figures of pilots. Build armatures, either at foundry or at artist's studio. Hire model(s). Begin sculpting figures of pilots. Artist and mold-maker travel to site of P-39 propeller, make molds, crate and ship molds to foundry.

Phase 3 (01.01.02-01.09.02): Complete sculpting figures of pilots. Mold-makers travel to artist's Juneau studio from foundry to assist in making molds of sculptures. Crate and haul or ship completed molds to foundry. Schedule foundry work. Travel to foundry to sculpt wall and base of sculpture. Pull molds of base. Cast propeller. Finalize plans for site design.

Phase 4 (01.09.02-01.01.03): Complete all foundry work on sculpture. Crate and ship sculpture to site in Fairbanks (site preparations should be completed by this time).

Phase 5 (01.01.03 – 01.05.03): Installation may or may not require artist and/or foundry person on site at the time of installation.

*The process of creating an original bronze sculpture is more difficult to break down into distinct phases than say, the building of a house. Experience gained on previous works will be helpful in outlining a schedule, but variables and overlaps unique to a particular work almost always occur. An event that we have listed in phase 2, for example, making molds of the P-39 propeller, might actually work out to occur more efficiently in phase 3 or 4.

Subsequent casts of the same work can be scheduled with more certainty, based on the experience gained with the first cast.

The Sculpture

Concept:

Two World War II Lend-Lease pilots, one Russian, one American, at slightly exaggerated life scale, in flight gear, positioned in front of a three bladed Bell P-39 Airacobra propeller, complete with spinner and 38 mm canon in the center of the spinner. The propeller will be mounted on a vertical bronze wall at the precise height and angle that it would be situated if mounted on the aircraft itself. This will put the center of the propeller assembly just above the heads of the two pilots. The propeller will be oriented so that the topmost blade is in a near-vertical position. Its tip will then soar between 11 and 12 feet above the sculpture base, that is, above the feet of the pilots. The other two blades will angle down behind the pilots. Most of the monument will be treated chemically to produce its surface color or patina. The propeller blades will be brightly polished to contrast with the figures and with the supporting wall. Possibly, the spinner or the blades will be cast in stainless steel and polished bright silver. The surface of the bronze wall, though a flat plane, will simulate the texture of the fuselage of a WWII aircraft, with rivets and seams, or joints. Its patina, or hue, will be bronzy-green, as will be the hue of the figures of the pilots. An exception to the patina of the rest of the monument will occur on the wall behind the Russian pilot, where the Red Star-in-a-white-circle insignia will be stenciled in red and white paint, just as it was on the lend-lease aircraft. Behind the American pilot we see

the blue and white insignia of a US aircraft also painted. It is anticipated and accepted that this paint will wear and chip or fade with time, just as it did on the WWII aircraft. From time to time, when the paint is far faded or worn, the insignia would be easily re-painted as part of the maintenance program for the monument. An outline, at least, of the stars and circles would be scribed in the bronze at the time of casting to act as a guide for future re-painting. Possibly the surface would also be etched to better hold the painting (see sketches).

The transfer of an aircraft from a US to a Russian pilot in Fairbanks was not direct. It was not person-to-person. There was a delay of several days after an aircraft arrived in Fairbanks until it left for Russia, during which time the plane underwent a complete check over and test firing of its guns. An individual American pilot delivering a plane might never meet the particular Russian pilot taking over the aircraft. So it was not like the Pony Express. Nevertheless, by juxtaposing the two pilots, the sculpture will symbolize the transfer.

The US pilot in the sculpture has removed his heavy sheepskin flight jacket and is holding it under his arm. His parachute and perhaps some other gear hang from his other shoulder. He is in uniform. He has delivered the aircraft. His flight is over, his mission completed. In one hand he holds a cup of coffee or a cigarette. On his head, his visor military hat, or bonnet, shows the "fifty mission crush." After many missions, the headsets of radio gear reaching across the hat from ear to ear left a distinctive depression or crush, the mark of a veteran flyer and the envy of new pilots. The US pilot is turned slightly toward his Russian counterpart.

The Russian pilot is in the act of pulling on his heavy sheepskin cold weather flying gear. One arm is already in its sleeve, the other is free and his flight suit is still open to reveal part of his uniform underneath. Many of the Russian pilots were decorated veterans of the battlefronts. At least one of the Russian Lend-Lease pilots arrived in Fairbanks having already shot down eight Nazi planes. An appropriate medal(s) show on the chest of the Russian pilot's tunic. He is wearing his leather, wool-lined helmet with goggles on his forehead. It is 60 degrees below zero in Fairbanks, and he is about to begin his flight. While still basically facing front, he is turned slightly toward his counterpart. R.T. Wallen will try to insert glass in the goggles after the casting is done to pick up sky reflections. Auxiliary gear such as mittens, a duffel bag or map case may be included on the base at the pilots' feet.

Gender:

A note on the gender of the pilots: Women aviators of the Women's Air Ferrying Service (WAFS) were among the pilots that flew Lend-Lease aircraft on the first leg of the journey, from points on the East Coast of the U.S. to Great Falls, Montana. WAFS was the precursor of the Women's Airforce Service Pilots (WASPs). Russian women pilots were not directly involved in Lend-Lease flights. However, almost 1,000 Russian women pilots fought with the Soviet Air Force, many with distinction, including one pilot credited with 38 victories. When first thinking about this sculpture we resolved to portray one of the pilots as a woman. Since then we have interviewed two WW II veteran women pilots, both Alaskans. One of them suggested not featuring a woman in the main composition, in part because most pilots were male, and women were not involved in the Fairbanks leg of the flight where the planes were turned over to the Russians. Blake W. Smith, author of *Warplanes to Alaska*, felt it would be inaccurate and would perpetuate the myth that women pilots were involved in the Alaska-Russia part of the flights. The theme of women pilots in war is not only important, but indeed, worth its own monument. However, in view of the historical inaccuracy and misunderstanding that would be generated by portraying one of the figures symbolizing the transfer of aircraft in Fairbanks as a woman in the current monument proposal, we have reluctantly abandoned the idea. The story of the role of women pilots in the ferrying of lend-lease aircraft from Buffalo, New York to Great Falls, Montana and to other points in the states under other programs should, however, be prominently featured in one of the monument's associated plaques.

Bronze Wall:

The sculpture will include a bronze base, about 4 inches high, upon which the pilots stand. At the back of the sculpture the bronze wall supporting the propeller will rise from this base. This base, in turn, will be fitted on the underside with anchoring studs, to affix it to a stone plinth or pedestal. Behind the pilots a rectangular bronze wall (partially described in the first paragraph of the proposal) will rise to about shoulder height of the pilots. Centered in the top edge of this wall a more or less elliptical extension (the cross-section shape of the nose of a P-39 Airacobra) will rise to support the P-39 propeller. Auxiliary gear, such as duffel bag would serve a second purpose as a place behind which to install lights. These lights would not be visible to the viewer, but would illuminate the bronze wall at night, silhouetting the figures of the pilots.

The reverse side of the wall will bear a detailed map of the lend-lease flight route from the points of manufacture of the planes in the states across Alaska and to the Russian battlefronts.

Bell P-39 Airacobra:

We chose a reference to the Bell P-39 Airacobra for inclusion in the sculpture for three reasons. First, it was the plane delivered in greatest numbers to Russia through Alaska. Evidently, 2,618 P-39's Airacobras passed through Fairbanks followed by 2,397 P-63's, an improved version of the Airacobra called the King Cobra. In fact, in the course of the war, the Russians received more P-39's and P-63's than the Americans had. Second, the P-39 was unique and distinctive in having a cannon in the center of its propeller. The aircraft was designed around its armament. Third, Russian pilots loved this airplane. The P-39 had a number of problems including a tendency for engines to overheat in warm weather, and inability to maneuver effectively at high altitudes. Neither of these, nor some other shortcomings seemed to dampen the Russians' enthusiasm for the plane, nor their ability to use it successfully on their battlefronts.

P-39 Propeller:

Sculpting the precise and complex shape of a P-39 propeller from scratch would be a difficult and time-consuming project in itself. Therefore, it is desirable to locate an original propeller from which to make molds for casting in bronze. We have been in contact with three museums and several experts in an attempt to locate a propeller. At this time, we do have some encouraging prospects on the availability of a propeller.

The propeller would be mounted at the top of the bronze wall behind the pilots; it's spinner, or nose cone, just above and between the pilots' heads. The monument might benefit if either the spinner or blades of the propeller, or both, were cast in stainless steel and polished bright silver, to contrast with the bronze wall on which it was mounted. In this way the wall would be enhanced as a visual foil for the propeller and the propeller for the figures. There are a couple of problems associated with this idea, neither of which is insurmountable. Stainless steel is harder than bronze, and casting and chasing more technically demanding. Also stainless steel may require a "curing" or weathering time in an outdoor environment, after which it is re-polished. Also casting in stainless would be somewhat more expensive. A decision on whether or not to use stainless steel for the propeller would be made at a later time.

Plinth, Plaques and Titles:

Much interesting, relevant information necessary to tell the Lend-Lease story should be included as texts and drawings on bronze plaques. These texts must be inscribed on individual removable plaques rather than being etched directly into the stone plinth or into the bronze sculpture itself. One important reason is that casts of the sculpture sited in Russia will require the text be in Russian instead of English. Furthermore, depending upon the site of the particular cast, different aspects of the Lend-Lease story might want to be emphasized. Regardless of where the particular statue is sited, the title of the sculpture and the title of each informational plaque should be inscribed in both English and Russian.

As a working concept for the design of the plinth we have in mind a four-sided stone structure approximately four feet high, somewhat larger in plan view than the bronze footprint of the sculpture itself (see sketches). The stone walls would rise vertically from the ground to a height of about 2 1/2 feet, at which point they would bevel inward at a 45 degree angle to meet the bronze sculpture base. This angled portion of the plinth would provide sites for plaques to be affixed so that they would face upward in such a way that people standing near the sculpture could conveniently read them. Thus there would be four areas or faces provided on the plinth to support plaques. Each of these would be, say, 6 feet wide by 16 inches high. In addition, the obverse side of the bronze wall supporting the propeller offers a large area to be utilized.

The Title Plaque:

The title plaque centered at the front of the sculpture would carry the title of the piece in both English and Russian. It would bear the opening paragraphs of the Lend-Lease Act signed by President Franklin D. Roosevelt:

Washington, D. C. June 11, 1942.

Whereas the Governments of the United States of America and the Union of Soviet Socialist Republics declare that they are engaged in a cooperative undertaking, together with every other nation or people of like mind, to the end of laying the bases of a just and enduring world peace securing order under law to themselves and all nations...

This plaque might also introduce Lend-Lease in general terms, touching on some of the heroic aspects of the program. It would name the date and site of the dedication ceremony, and the name of the person dedicating the statue. It would also honor the names of sponsors and contributors to the sculpture project.

Other plaques:

It would carry information on the number and type of aircraft (and possibly silhouettes or images of the planes etched in bronze) and other materials delivered to Russia through Alaska. We would like also to use this space to the right or left side of the sculpture for a plaque expanding upon several details of the sculpture to draw people in and help open imaginations to the color, remarkable drama and sometimes unforeseen, even unlikely happenings of Lend-Lease. For example, who in America, having lived through the Cold War for 50 years, knows that the Soviet Red Star flew openly over a part of our country at one time? In fact, the Red Star insignia was painted on Lend-Lease aircraft in Montana and later in the war at the Bell Aircraft Plant in Buffalo, New York. Thus thousands of aircraft with Soviet markings flew over the U.S. and Canada during the war, surely a startling and amazing bit of arcane information, but one that sheds a different light on the history of the two countries.

A marvelous story portraying the impact of the program to the war effort is that the Russian legendary air ace Alexander Pokryshkin used a lend-lease P-39 Airacobra to shot down forty-eight of the fifty-nine enemy planes credited to him. Other information might include the type and number of aircraft and other materials delivered to Russia through Alaska, the story of the developing industrial might of the U.S. as it geared up for the war effort and produced the Lend-Lease equipment, information on the P-39 Airacobra, the "first aircraft designed around an armaments system" (the cannon in the nose displacing the engine which was situated behind the cockpit). All of these and other stories as well can be included on bronze plaques on the four facets of the stone plinth supporting the bronze sculpture.

In addition to these plaques, the obverse side of the vertical wall, which supports the propeller, an area approximately 8 feet high by 6 feet wide, will display a map, etched on a large bronze plaque, of the 8,000-mile Lend-Lease flight route. Originating from points in the eastern U.S., the flight proceeded to Great Falls, Montana, and then in legs to Calgary and Edmonton, Alberta; Fort Nelson, BC; Watson Lake and Whitehorse, Yukon Territory; and then to Fairbanks,

Alaska, the transfer point to Russian pilots. The next stage of transfer was to Nome, Alaska; across the Bering Straits to Uel'kal' and Markovo, Siberia; Sysymchan, Oymyakon, Khandyga, Yakutsk, Olekminsk, Kirensk and other points in Russia and on to the battlefields, where they arrived ready for combat.

A plaque needs to be devoted to the Home Front aspect of Lend-Lease, of ordinary people in three countries, rising in to a war time need to accomplish an extraordinary feat; a salute to the engineers, mechanics, maintenance people who kept the aircraft engines heated and able to start in weather of 70-80 below freezing, to the search and rescue people, to women as a group (who not only took over much of the wartime production in the factories, as exemplified by the icon 'Rosie the Riveter,' but also played a role as pilots in ferrying lend-lease aircraft from the factories as far as Great Falls, Montana) in towing targets for gunnery practice, and other duties, while all the maintaining hearth and home.

A suggestion was made to incorporate some material compatible with silocon bronze from WWII into the bronze itself during casting. For instance, a few brass shell casings or copper wire from the war or maybe actual lend-lease materials made of copper, brass or zinc would be melted into the "heat" at the time of casting and become an integral part of the sculpture. This would create a kind of connection with the war and also create a reversing of the idea of beating plowshares into swords.

BUDGET

Figures of two pilots:

Estimate includes sculptor's time and material costs in creating the figures in his studio, hiring of assistant, fees and transportation and materials of a mold-maker from an Oregon foundry to and from artists Juneau studio, shipping of molds to foundry, foundry costs including wax casts and shell making, casting in bronze, assembly, chasing and patina, and fitting out of mounting studs for installation, artist's time and transportation to and from foundry to oversee finishing and patination of figures. Estimate includes bronze sculpture base. \$110,000 per figure.

Total: **\$220,000.00**

Mold making and casting of P-39 aircraft propeller and vertical supporting wall:

Many factors. A reliable estimate is not possible at this time. Presumably sculptor or foundry workers would have to travel to a museum that has a propeller to pull molds. Conceivably, original propellers could be found, which would reduce costs substantially, but this is not likely. We will offer a guess that the production of the propeller and supporting wall would be about equal to the cost of producing a pilot's figure. It could be somewhat more or substantially less than my guess-estimate, perhaps by half.

Total: **\$110,000.00**

Crating and shipping of sculpture from foundry to Fairbanks:

Preliminary rough estimate, since weight and dimensions are not known.

Total: **\$12,000.00**

Research, per diem and travel:

Research work will be required to insure accuracy and avoid anachronisms in pilot's uniforms and gear, and to find a P-39 propeller for use in mold making. Photos or samples of uniforms, medals, and gear will be needed for reference material. Travel to museum(s) to view such gear might be required. We have begun such work at the Alaska State Library and Historical library, by interviewing three W.W. II pilots, and by contacting three different U.S. Museums and have put in about 50 hours in this effort. Some of the material and photographs may have to come from Russia. It's clear that a research assistant would be helpful to continue this work. The same

assistant or another assistant would be used to research information and images for the plaques and to design and typeset the plaques.

Total: **\$30,000.00**

Plaques, Cartography and Engraving:

The cost of casting bronze plaques will depend upon their size, upon the amount of text, and upon whether or not they include etchings of images, such as images of aircraft and people. If the plaques for our sculpture plinth average 14 inches high by four feet we will estimate the average cost to be \$4,000.00, or \$16,000.00 for a total of four plaques, one for each facet of the stone plinth. In addition, a larger cast with a map and route of the Lend-lease flights would be required for the obverse side of the bronze wall. We will estimate the cost of this plaque, which would require assembly from several pieces, to be \$9,000.

Total: **\$35,000.00.**

A reasonable amount of Artist's time for research work, for consultation on the project, on original site design, and on installation of the first sculpture is included in the sculpture fees listed above. Additional expenses might occur if artist and/or foundry person is required to travel to sites to oversee installation, in which case time and travel would be required.

Overhead and office expenses for the Alaska-Siberia Research Center:

10 percent of overhead for the Alaska-Siberia Research Center would be required for coordination of the project with different agencies and experts.

Total: **\$41,000.00**

Total for the Project: **\$448,000.00**

The City Borough of Fairbanks will provide all expenses for the site preparation and maintenance of the memorial.

The cost of the subsequent casts for other sites in Alaska, USA, Russia and Canada will be about 25 to 30 percent less than the first one.

ALASKA-SIBERIA LEND-LEASE TO RUSSIA

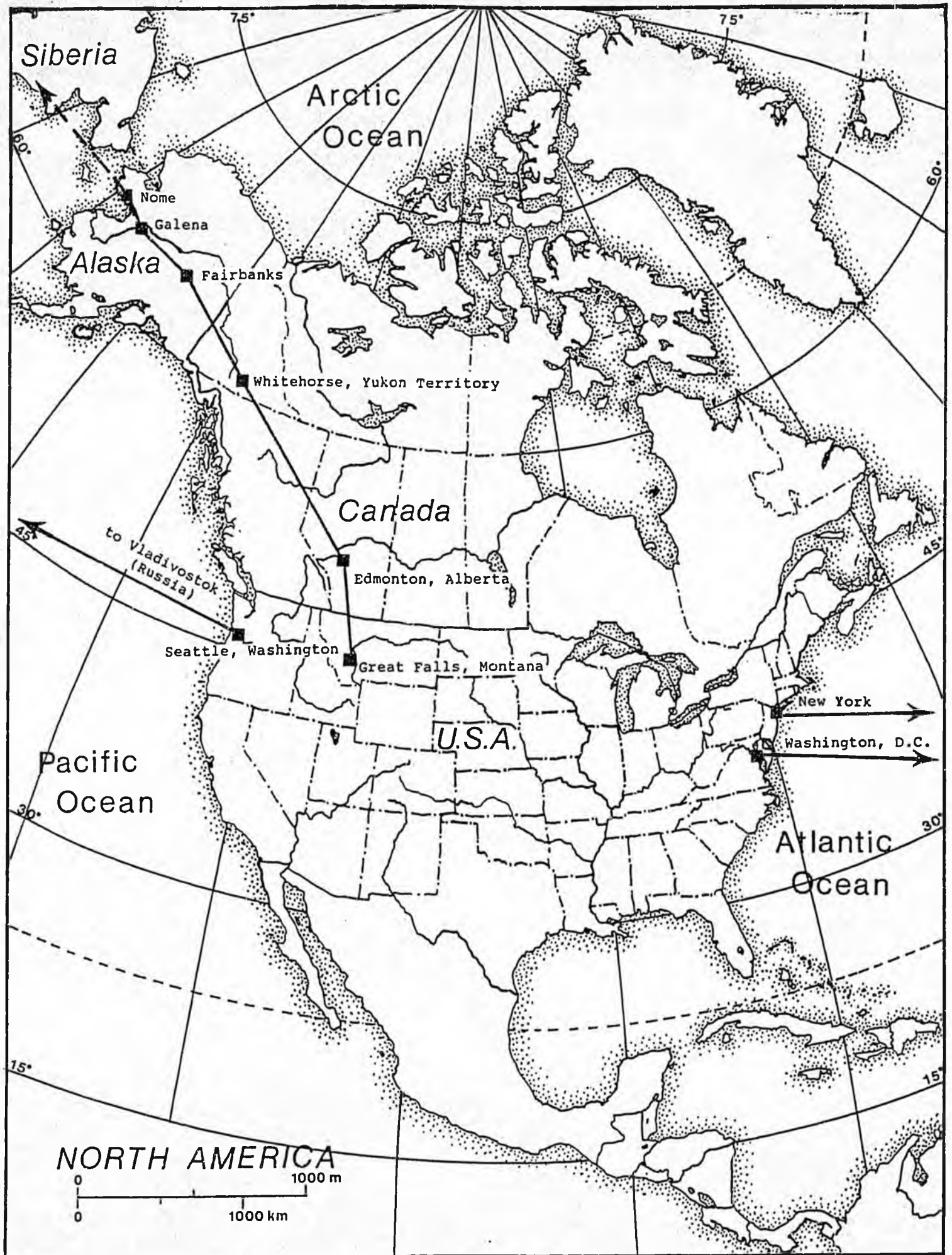


Figure 4

ALASKA-SIBERIA LEND-LEASE TO RUSSIA

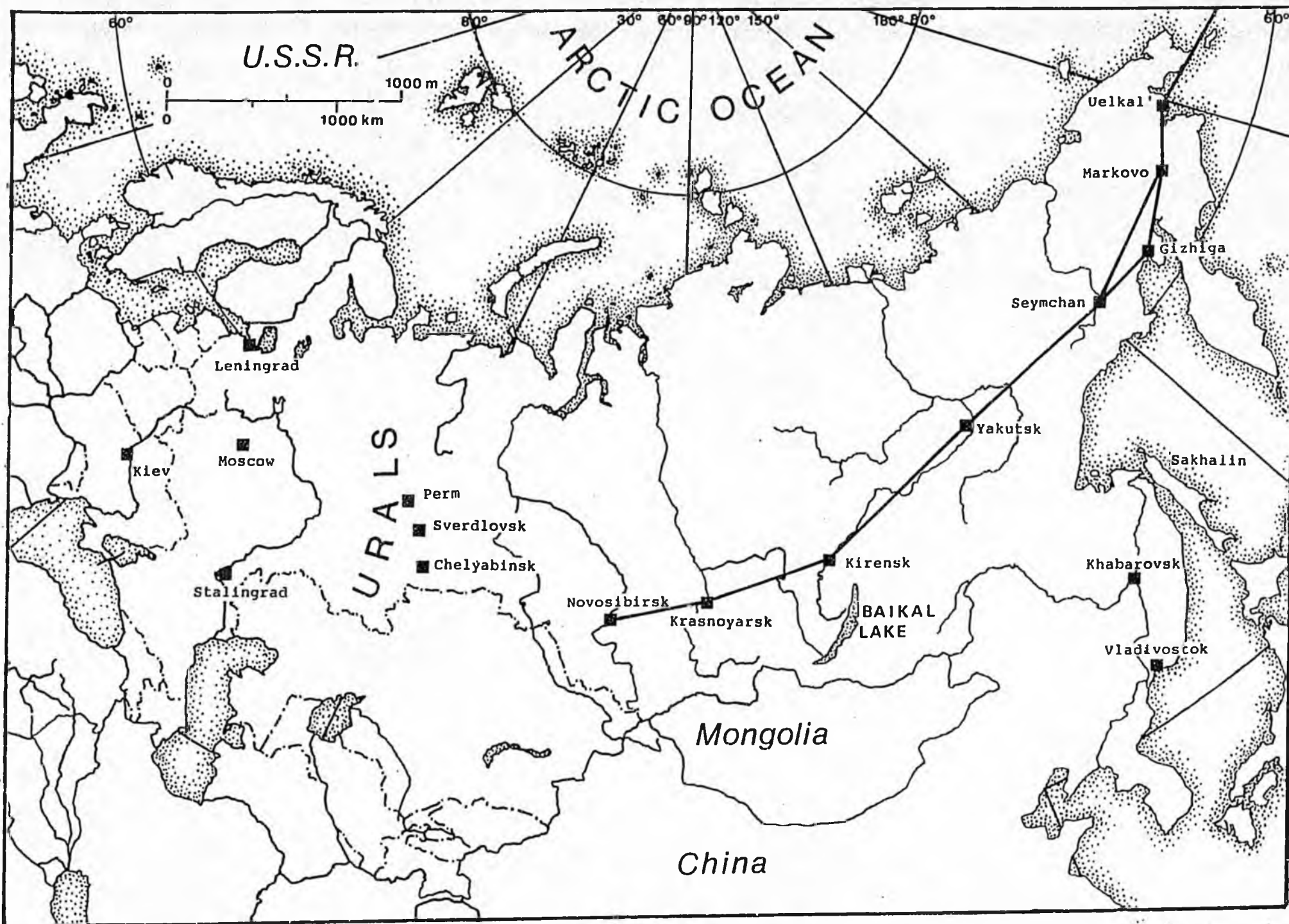
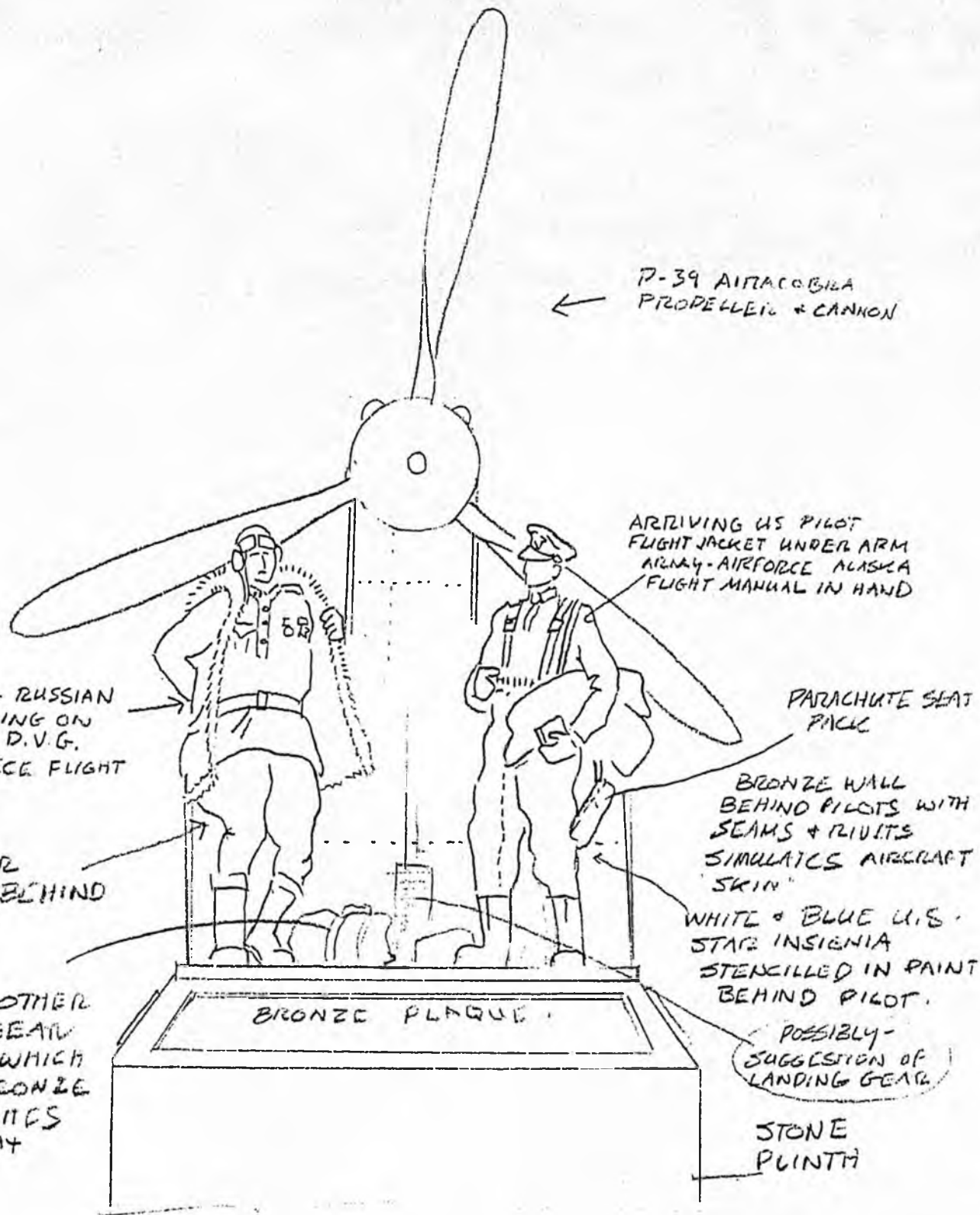
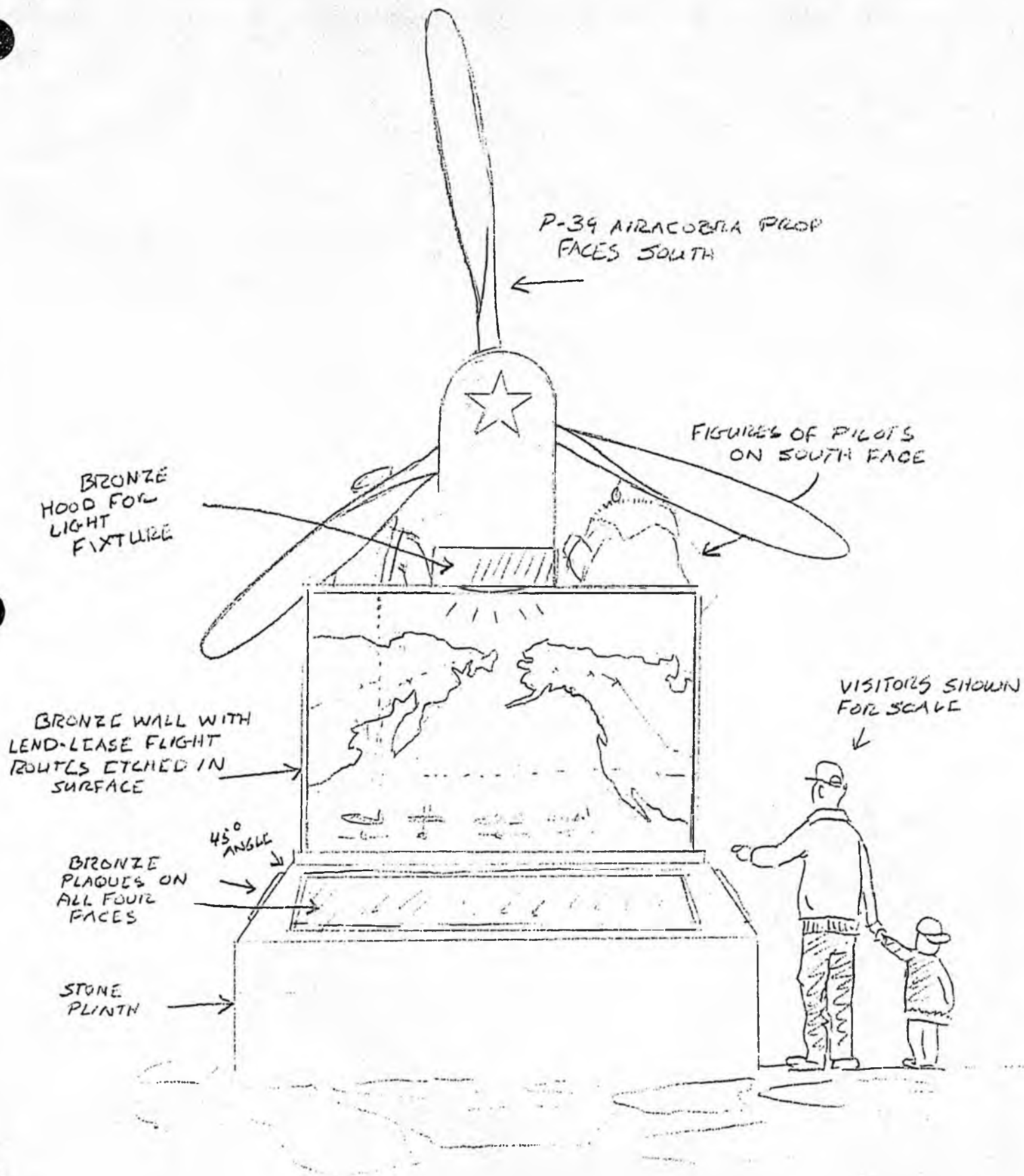


Figure 5



LEND-LEASE MONUMENT - SOUTH FACE

OVER-ALL HEIGHT 17-18 FEET



LEND LEASE MONUMENT; (NORTH FACE)

STUDY FOR THE
ARRIVING U.S. PILOT:

"FIFTY MISSION CREW"
HAT

LEATHER
SUSPENDERS
FOR FLIGHT
PANTS

UNIFORM UNDER
FLIGHT SUIT

PARACHUTE
HARNESS

CIGARETTE
OR
COFFEE

ARMY AIR FORCE
ALASKA FLIGHT
MANUAL

D.V.G
FLEECE LINED
FLIGHT COAT

ZIPPERS

FLEECE
LINED FLIGHT
PANTS

FLEECE LINED
BOMBER BOOTS

© 1970



STUDY FOR REPAINTING
RUSSIAN PILOT

FLEECE LINED HELMET
WITH RADIO GEAR

POSSIBLY USE
GLASS OR BRONZE
FOR FLIGHT GOGGLES

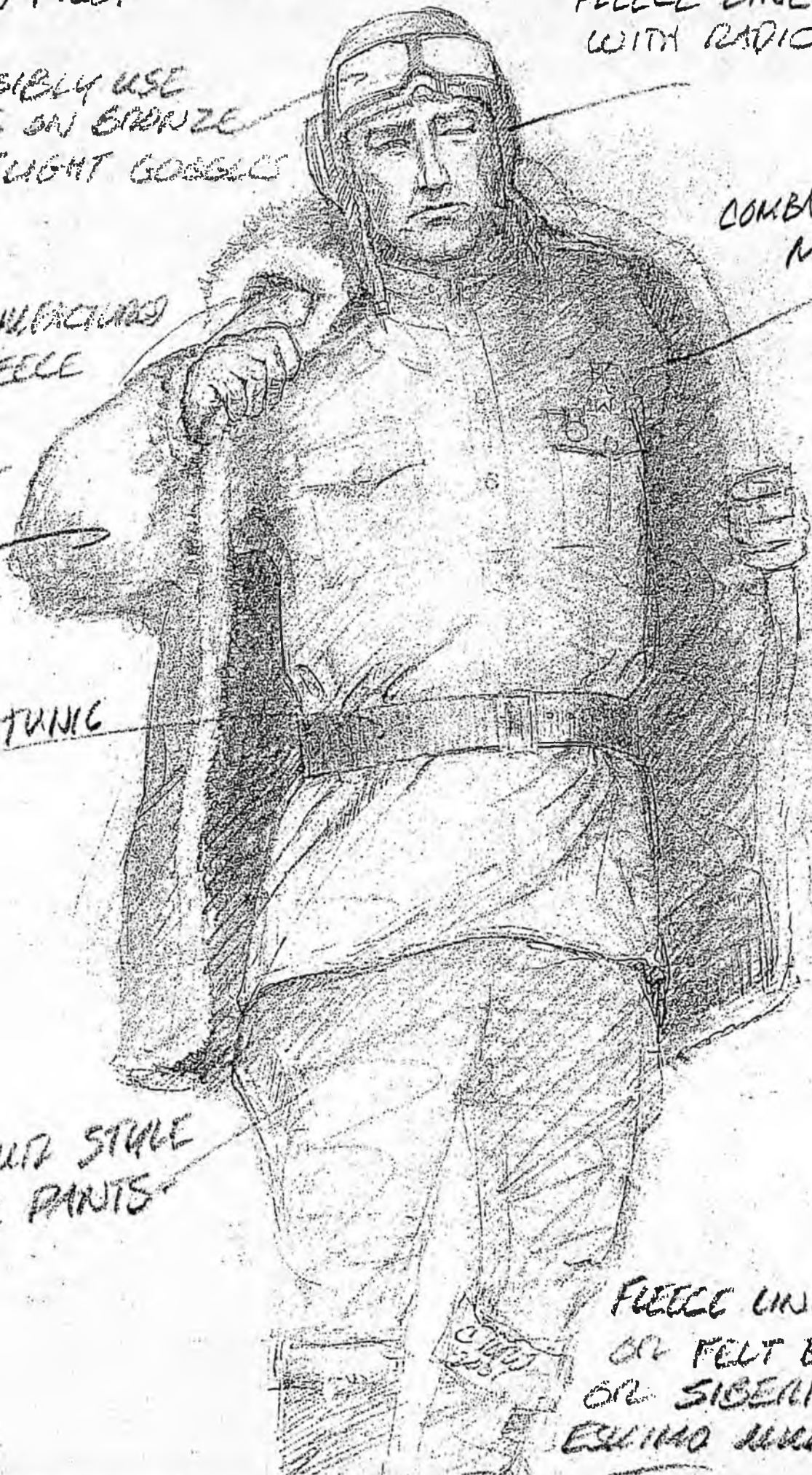
COMBAT VET.
MEDAL(S)

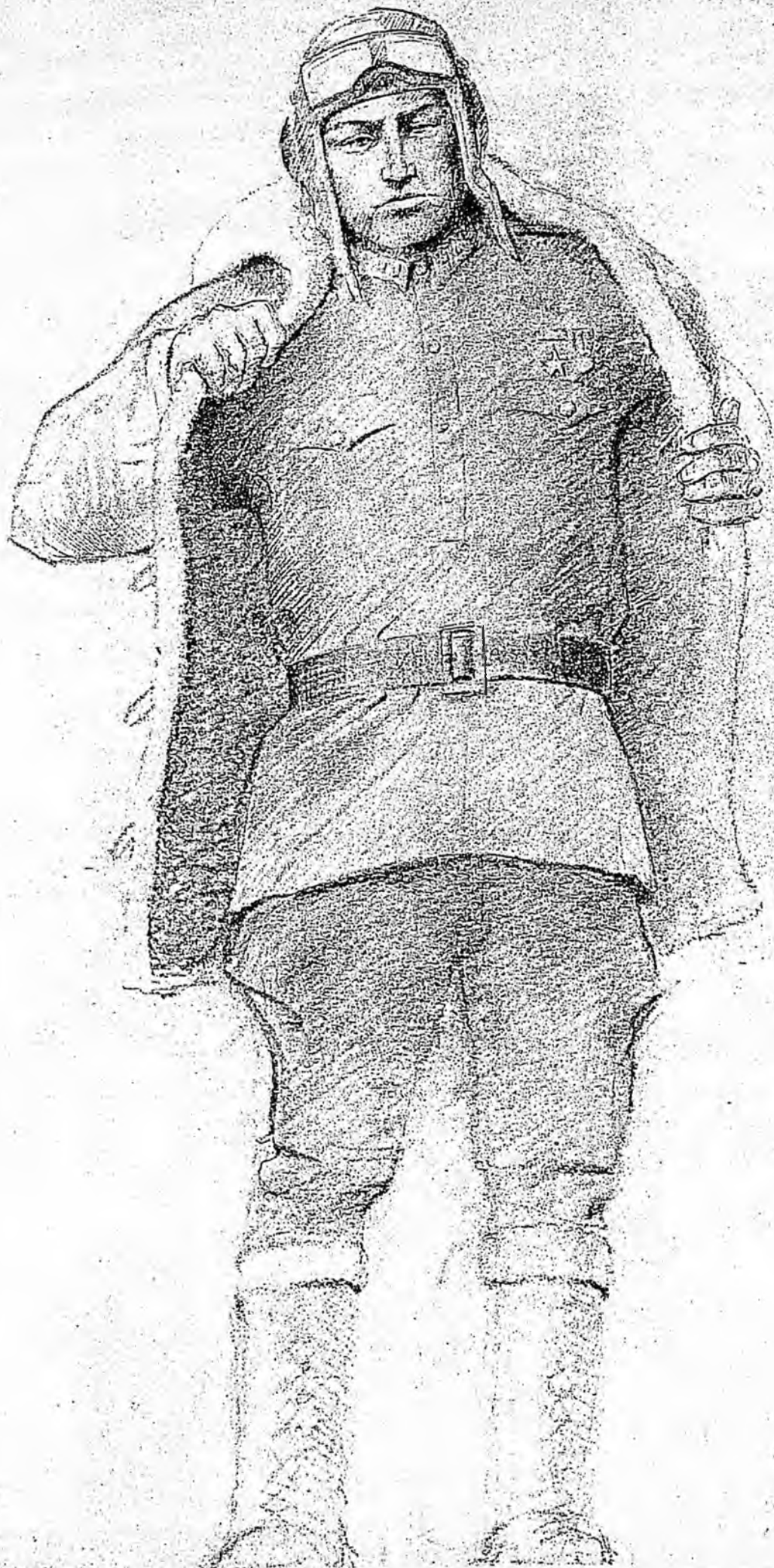
U.S. MANUFACTURED
DVG FLEECE
LINED
FLIGHT
JACKET

BELTED TUNIC

JODHPUR STYLE
UNIFORM PANTS

FLEECE LINED BOOTS
OR FELT BOOTS
OR SIBERIAN
EXTRA WARMERS





State of Alaska
Department of Commerce and Economic Development
Division of Banking, Securities and Corporations

**CERTIFICATE
OF
INCORPORATION**
Nonprofit Corporation

The undersigned, as Commissioner of Commerce and Economic Development of the State of Alaska, hereby certifies that duplicate originals of the Articles of Incorporation of

THE ALASKA-SIBERIA RESEARCH CENTER

have been received in this office and are found to conform to law.

ACCORDINGLY, the undersigned, as such Commissioner of Commerce and Economic Development, and by virtue of the authority vested in him by law, hereby issues the Certificate of Incorporation and attaches hereto a duplicate original of the Articles of Incorporation.



IN TESTIMONY WHEREOF, I execute this certificate
and affix the Great Seal of the State of Alaska on
May 15, 1990.

A handwritten signature in dark ink, appearing to read "Larry Mercurieff".

Larry Mercurieff
COMMISSIONER OF COMMERCE
AND ECONOMIC DEVELOPMENT

08-120N (Rev. 9/88)
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Alaska at War, 1941-1945

THE FORGOTTEN WAR REMEMBERED

*Papers from the Alaska at War Symposium
Anchorage, Alaska, November 11-13, 1993*

EDITED BY FERN CHANDONNET

*Alaska at War Committee
Anchorage, Alaska*

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History

The Alaska-Siberia Lend-Lease Program

Alexander B. Dolitsky

Acknowledgement

I would like to acknowledge the Fiftieth Anniversary of World War II Commemoration Committee of the U.S. Department of Defense for sponsoring this project and providing excellent resources on World War II. I am especially thankful to the staff of the National History Day Institute, University of Maryland, College Park, for organizing the seminar, "Conflict and Compromise: The Special Topics of World War II," and the participants in the Alaska-Siberia lend-lease program—Boris Dolitsky, Bill Schoeppe, Randy Acord, Gerald J. Dorsher, and Charles Binkley—who contributed their personal insights to the success of this research. My colleague at the University Museum of the University of Pennsylvania, Dr. Henry Michael, kindly reviewed this paper and made suggestions for its improvement.

This research is dedicated to my father, Boris A. Dolitsky, Soviet Army officer from 1939 to 1947.

Objectives

THE AIM OF THIS PROJECT IS TWOFOLD. FIRST IS TO record oral history by interviewing North American and Russian participants in the Alaska-Siberia lend-lease period. Most historians relied heavily on written records as a source of information for describing World War II in Alaska. Oral history of this period is virtually absent. Such testimony is urgently needed to provide an adequate interpretation of Soviet-American relations during World War II and to analyze the behavioral psychology of Russians in a conflict

setting and in a hostile, foreign environment. Many Alaskans assisted Russians during the war. Their insights are critical for a better understanding of the Russian people and culture during a conflict when cooperation between allies is required. Oral testimony, employed as a method of inquiry in the project, sought to preserve the memories of those who participated in the Alaska-Siberia lend-lease program.

Second is to demonstrate, by using oral testimony, primary and secondary sources from the Alaska-Siberia lend-lease period, that the domestic needs of the United States, not purely patriotic and ideological motives, determine its foreign policies and external interests. Only after sixteen years did the United States recognize the USSR. Although on November 16, 1933, the United States and the Soviet Union confirmed their first diplomatic agreement, hostility toward each other continued.¹ Despite political tensions between the two nations, in the summer of 1941 the United States offered the USSR a generous lend-lease program that expressed the American desire for close collaboration with the USSR against their common enemies, Germany and its allies. Why did the United States offer such firm support to its former ideological and political enemy? Is history between nations with different economic and political structures always a static phenomenon, with little or no change in their relations? Or is it in constant flux, based on immediate needs and distribution of forces?

¹ A.P. Zatsarinsky, *Ekonomicheskiye otnosheniya SSSR s Zarubezhnyimi stranami, 1917-1967* (Economic relationships of the USSR with foreign countries, 1917-1967) (Moscow: Mezhdunarodnyye otnosheniya 1967).

The Beginning of the Great Patriotic War of the Soviet People

On June 22, 1941, fascist Germany launched a massive attack against the Soviet Union. One hundred and fifty-three German divisions crossed the Soviet border along a wide front and German planes carried out heavy bombing of border points, airfields, railway stations, and towns. At the same time, Romania, Hungary, and Finland sent a combined total of thirty-seven divisions against the Soviet Union. Along the Soviet borders were concentrated 190 divisions, comprising 5.5 million men, 3,712 tanks, 4,950 planes, 47,260 guns and mortars, and 193 military ships.² Fascist Italy also declared war on the Soviet Union, and Germany was further aided by Spain and Bulgaria. At the same time, Japan kept a million soldiers of the well-trained Kwantung Army ready for action along the Soviet Far East borders.

The situation at the front at the beginning of the war was extremely unfavorable for the Soviet Army. The Soviets were outnumbered nearly two to one. They suffered devastating damage from enemy air attacks that destroyed almost the entire Soviet Air Force in the first two weeks of the war. By early July 1941, Germans occupied Lithuania, a large part of Latvia, and the western territories of Belorussia and the Ukraine. German forces were approaching the Western Dvina and the upper reaches of the Dnieper. Thousands of Soviet soldiers performed unparalleled acts of bravery and, by mid-July 1941, the enemy was halted near Kiev for seventy-three days. The *Wehrmacht* killed or captured more than 660,000 Russians—about one-third of the Red Army—in the battles of Kiev. These encounters, along with the Battle of Uman, were the greatest defeats in the Russian people's history.³ As a result of the defeat, the north, center, and the south were wide open to rapid German advance.

By November of 1941, the Germans occupied the Baltic states, Belorussia, Moldavia, most of the Ukraine, the Crimea, and a large part of Karelia, the former republic east of Finland. They had also seized a considerable territory around Leningrad and Moscow. Before the war, those parts of the country that were occupied by November 1941 had contained 40 percent of the total population of the Soviet Union and produced 63 percent of the nation's coal, 58 percent of its steel, and

38 percent of its grain. Human losses were enormous and the Soviet people's independence was at stake once again.⁴

To Help or Not to Help, This is the Question

After the German invasion of the Soviet Union, the governments of Britain and the United States declared their support for the USSR in its struggle against fascist aggression. On June 23, 1941, president Franklin Roosevelt told the media, "Hitler's armies are today the chief dangers to the Americas." This statement contained no clear promise of Russian aid but only reflected the State Department's policy. On the next day, however, Roosevelt announced at a press conference that the United States would give all possible help to the Soviet people in their struggle against Germany and its allies; preliminary discussions with Soviet officials began on June 26, 1941.⁵

Conservatives argued nevertheless that America's aid ought to be restricted to proven friends, such as Great Britain and China. In late July and August, Congress debated this subject. Isolationists insisted that aid to Russia was aid to Communism—even that which existed in this country. At the same time, others thought the Russian front might be America's salvation. In July 1941, a public opinion poll indicated that 54 percent of Americans opposed Russian aid but, by September, those opposed declined to 44 percent, while those who favored helping Russia rose to 49 percent.⁶ Consequently, based on the metamorphosis of public opinion, Roosevelt's approach to aiding the Soviets was cautious but intuitively optimistic. He distrusted them but did not think they, in contrast to the Germans, intended to conquer Europe. Roosevelt calculated that Russians would resist the German assault longer than anyone anticipated, which would help the British and perhaps preclude America's involvement.⁷ Roosevelt relied heavily on the assessment of senior advisors Harry Hopkins and Averell Harriman, who urged Roosevelt to bring Russia in under lend-lease. Roosevelt still held back, however.

In July 1941, Roosevelt appointed Hopkins, Ouman-sky, and Purvis as an intergovernmental committee on Russian aid, and granted Hopkins' request to go to Russia on July 26. Hopkins met with Stalin and other

² A.M. Soskin, *Istoriya KPSS* (History of the Communist Party of the Soviet Union) (Moscow: Politizdat 1972).

³ Brian Catchpole, *A Map History of Russia* (London: Butler and Tanner Ltd. 1990).

⁴ B.D. Datsyuk, *Istoriya SSSR*, vol 2 (History of the USSR) (Moscow: Mysl' 1970); M.R. Kim, *History of the USSR: The Era of Socialism* (Moscow: Progress Publisher 1982).

⁵ Robert H. Jones, *Roads to Russia* (Oklahoma: Oklahoma University Press, 1969).

⁶ Raymond H. Dawson, *The Decision to Aid Russia, 1941* (Chapel Hill: University of North Carolina Press, 1959); Jones, *Roads to Russia*.

⁷ Arnold A. Offner, *The Origins of the Second World War* (Florida: Robert E. Krieger Publishing Co., Inc. 1986).

Soviet authorities and came to the conclusion that the Russians would withstand the German attack; he cabled Washington his confidence that Russia would not collapse. In early September of 1941, Roosevelt sent Averell Harriman to Moscow as special advisor for lend-lease. Harriman—a large investor in the Soviet economy since 1918—was to work out a temporary-aid program with British representatives.

U.S.-Soviet Lend-Lease Negotiations

On July 7, 1941, a Soviet delegation flew from Vladivostok to Nome and then on to Kodiak and Seattle for secret talks with American officials regarding aircraft deliveries to the USSR and the feasibility of Pacific supply routes. The Soviet and American delegations discussed several possible routes for shipping planes and war materials to the USSR. The first route was the sea route across the North Atlantic and around the North Cape to the ice-free arctic ports of Murmansk and Archangelsk. This route was shorter but by far the more dangerous route because the German Navy and its allies patrolled these areas very thoroughly. The second route was by ship across the Atlantic Ocean, around South Africa's Cape of Good Hope, and then north to the Iraqi port of Basra, where supplies would be loaded onto trains and transported to Soviet Central Asia via Iran. Either way, goods took too long to reach the USSR, and the desert sands of Iran ruined aircraft engines.⁸

From September 29 to October 1, 1941, representatives from Britain, the Soviet Union, and the United States attended a conference held in Moscow. This conference drew up a plan for deliveries of armaments, equipment, and foodstuffs to the Soviet Union, while the USSR in its turn agreed to provide strategic raw materials for Britain and the United States.⁹ During the conference Harriman for the first time suggested delivery of United States aircraft to Russia via Alaska and Siberia using American crews. However, Stalin rejected this idea unconditionally, perhaps to avoid provoking Japan. Despite some political tension at the Moscow conference, on October 30 Roosevelt approved and on November 4, 1941, Stalin accepted \$1 billion in aid to be repaid in ten years, interest free.¹⁰

Although the Soviet government was pleased with

the aid, they complained that no serious military action had been taken by the Allies against Germany and that the Soviet Union was bearing the brunt of the war alone. Russians suggested that the British and U.S. open a second front in France or the Balkans or send troops through Iran—which the Russians and British had jointly occupied in August in order to preclude German influence there—to attack the Ukraine from the south. The Soviet government continued to insist that opening a second front in Europe would relieve pressure from enemy attacks on the Eastern Front. The Allies, however, were reluctant to initiate this plan at that time because of lack of the forces for a second front and their involvement in the Pacific and North African theaters. Churchill, Stalin, and Roosevelt understood that there was yet no agreement on joint war or peace aims, so the Allies made a commitment only to provide lend-lease support to Russia.¹¹

In December 1941, the United States and the USSR signed the first lend-lease protocol to provide aid to the Soviet Union. The USSR accepted most of the lend-lease terms, but specific details had not yet been worked out. On May 29, 1942, Vyacheslav Molotov, a Soviet foreign commissar and Joseph Stalin's right hand on foreign affairs, arrived in the United States to discuss the lend-lease matters. This was the first official visit of the Soviet dignitary to American soil. Being cautious and uncertain in a formerly hostile country, he carried in his luggage some sausages, a piece of black bread, and a pistol for survival if need be.¹² The provisions show just how strained relationships were between the eastern and western allies. Nevertheless, during Molotov's visit President Roosevelt suggested that (1) American aircraft be flown to the USSR via Alaska and Siberia and (2) that Russian ships pick up lend-lease supplies from America's West Coast ports for ferrying across the Pacific to Vladivostok and other Russian Far East ports. This was in addition to two other routes (the northern run to Murmansk and the Iran route) proposed in July. In this way, lend-lease supplies could more quickly and safely reach the Ural industrial complex around Magnitogorsk via the Trans-Siberian Railway.

After careful consideration of various proposals, the best route for planes seemed to be via Alaska and

⁸ Stan Cohen, *The Forgotten War: A Pictorial History of World War II in Alaska and Northwestern Canada* (Missoula: Pictorial Histories Publishing Company, 1981); Cohen, *The Forgotten War*, second edition, 1988.

⁹ M.R. Kim, *History of the USSR*.

¹⁰ Otfner, *The Origins of the Second World War*.

¹¹ Ibid.; P.N. Pospelov, *Istoriya Kommunisticheskoy Partii: 1938-1945*, vol. 5, part 1 (History of the Communist Party of the Soviet Union: 1938-1945), (Moscow: Politicheskaya Literatura 1970).

¹² Robert Francaviglia, "The Alaska-Siberia Aircraft Ferry Project (1942-1945)," manuscript (Juneau: Alaska State Library 1973); Burns J. MacGregor, *Roosevelt, the Soldier of Freedom (1940-1945)* (New York: 1970).

Siberia. Although great distances were involved and the worst possible weather conditions would be encountered, the planes would be delivered in flying condition and the possibility of enemy interference was remote. American support for the Alaska-Siberia route was also based on the hope that, eventually, Siberia's air bases would be used for bombing raids on Japan.¹³ The Soviets, however, were hesitant to use this route. They thought that the Alaska-Siberia route was too dangerous and impractical, that Siberian cities were not prepared to accommodate the heavy air traffic, and that the presence of Americans in the Soviet Far East would be unwanted. The Soviets were also afraid that the Pacific supply routes, and the Alaska-Siberia route in particular, would provoke Japanese military action against Russia. Nevertheless, with losses mounting on the sea run to Murmansk and the great distances involved in the Middle East, the Soviets finally agreed to open the Alaska-Siberia air route on Aug. 3, 1942.¹⁴ The final lend-lease agreement was signed in Washington, D.C., on June 11, 1942, entitled "Agreement between governments of the USSR and USA on principles employed to the mutual assistance in fighting a war against the aggression."¹⁵

The Alaska-Siberia delivery route finally became a reality in August 1942. The air route connected Great Falls, Montana, Edmonton and Whitehorse, Canada, Fairbanks, Galena, and Nome, Alaska. A major field was built in Nome, the last stopping point for the planes before they left for Siberia. In Siberia airplanes continued their long trip from Uel'em through Markovo, Yakutsk, Kirensk, Krasnoiarsk, and, finally, to Novosibirsk. In the thirty-one months of the program, nearly eight thousand aircraft were sent through Great Falls for transfer to Russia.

The Russians are Coming

On August 26, 1942, the first Soviet envoys, Col. Piskunov and Alexis A. Anisimov, members of the Soviet Purchasing Commission, arrived in Nome. On September 4, 1942, the first Russian aircraft arrived in Alaska bringing more mission members to set up per-

manent command stations at Ladd Field, in Fairbanks, and in Nome. By the summer of 1943, there were many Russians stationed at Fairbanks, Nome, Galena, Edmonton, and Great Falls; at the height of the program there were anywhere from 150 to 600 Soviet pilots and other personnel at Ladd Field alone.¹⁶ Those Soviets who were assigned to work on American soil were ideologically drilled to maintain loyalty to their motherland and psychologically threatened about the possible consequences if they did not. Separate facilities were built in Fairbanks and Nome for Russian officers and other staff. The Russian government also preferred to use its own interpreters, predominantly women in uniform who had passed classified clearance procedures in the Soviet Union before coming to the United States.¹⁷

Although the Russian airmen who were sent to Alaska to pick up the lend-lease aircraft were guests in Alaska and the Alaska mission was regarded as a rest from combat, they tended to remain aloof from the Americans. Sometimes Soviets socialized with Americans and expressed their ideological views, but reluctantly and with great caution. For the most part, the Soviets and Americans were cordial towards one another and some of them became good acquaintances afterwards, leaving a lasting mark of a good memory and compassion for each other.¹⁸ However, Soviet insistence that the planes be in perfect condition before being flown to Siberia caused constant delays and some antagonism between the two commands.

There were many crashes by both the Russian and American pilots, caused mainly by weather conditions but also by poor maintenance and overloading, lack of fuel, and, incidentally, a large consumption of hard liquor by Russian pilots the day before a long and dangerous journey. Bill Schoeppe remembers that the winter of 1942-43 was extremely cold in Alaska and planes had to be winterized before they could be flown out in very difficult conditions.¹⁹ From September 1942 to September 1945, 133 planes were lost to weather conditions or pilot error—only 1.6 percent of the 7,983 planes that were delivered to the Russians.²⁰

¹³ Hubert Van Tuyll, *Feeding the Bear: American aid to the Soviet Union: 1941-1945* (New York: Greenwood Press, 1989).

¹⁴ Cohen, *The Forgotten War* (1981); Cohen, second edition (1988); Jay H. Moor, "World War II in Alaska: The Northwest Route: A Bibliography and Guide to Primary Sources," *Alaska Historical Commission Studies in History*, No. 175 (Anchorage, Alaska: Alaska Historical Commission, 1985).

¹⁵ Zatsarinsky, *Ekonomicheskiye otnosheniya SSSR s Zarubezhnyimi stranami*.

¹⁶ Cohen, *The Forgotten War* (1981); Cohen, second edition (1988); Moor, "World War II in Alaska: The Northwest Route: A Bibliography and Guide to Primary Sources."

¹⁷ Randy Acord and Bill Schoeppe: personal communication, 1993.

¹⁸ Bill Schoeppe, Randy Acord, and Charles Binkley: personal communication, 1993.

¹⁹ Bill Schoeppe: personal communication, 1993.

²⁰ Oleg Chechin, "Rescue of a Soviet Navigator," *Soviet Life*, 1989, 11:39-42; Cohen, *The Forgotten War* (1981); Cohen, second edition (1988); E.F. Furler Jr., "Beneath the Midnight Sun," *Air Classics*, 1984, 20:3: pp. 25-34.

Trust but Verify

In four years of war, the United States supplied nearly fifteen thousand aircraft to the Soviet Union. More than half were flown over the northwest route through Alaska. Looking back, some American military experts questioned whether the Russians needed all these aircraft. By 1943, the USSR was building a great number of planes in factories in the Ural Mountains and already had technical military superiority over the enemy.²¹ In 1943, Soviet industry produced thirty-five thousand airplanes and twenty-four thousand tanks and self-propelled guns, compared to twenty-five thousand airplanes and eighteen thousand tanks produced by Germany.²² In sum, despite their smaller industrial capacity and a reduced base of strategic raw materials, the Soviet Union still produced more military equipment than Germany with a claimed total output during war of 137,000 aircraft, 104,000 tanks and self-propelled guns, and 488,000 artillery pieces.²³

According to some military analysts and to some American participants in the program, the Soviet Union was stockpiling lend-lease equipment for post-war use and probably used the air route for espionage.²⁴ American soldiers of the Korean War (1950-53) were puzzled to see so much American equipment captured by American troops during that conflict.²⁵ Evidently the Chinese and Soviets provided military aid to Korea using the very same supplies they had themselves received from the United States several years earlier. American analysts were not prepared to explain the extent and intention of Soviet secrecy during World War II—ranging from combat operations to agricultural production. Information would often have to come directly from Stalin, which led some officials to conclude that "... Stalin apparently was the only individual in the Soviet Union who had the authority to give some information".²⁶

Some American experts also argue that some uranium was shipped through Great Falls to the Soviet Union and that, in May 1944, U.S. Treasury banknote plates had gone up the air route.²⁷ Of course, opposing

views deny any such Russian conspiracy.²⁸

Much information remains that speaks of the helpful U.S. attitude toward the USSR and vice versa during the war. Hints that post-war evaluation of the Soviet lend-lease program may uncover some embarrassing facts are engendered more by the context of the Cold War and by global foreign affairs policies that began during the Truman presidency than by any wrongdoing during the war. It is not surprising that the House of Representatives' hearing during the McCarthy era in the late 1940s and early 1950s exaggerated and fabricated much in order to persecute liberal thinkers, radical socialists, and those sympathetic to the Soviet Union.²⁹

Feeding the Russian Bear

From 1941 to 1945, about \$12.5 billion in war materials and other supplies was shipped to the Soviet Union over four major routes.³⁰ In addition to military equipment, the USSR received such non-military items as cigarette cases, records, women's compacts, fishing tackle, dolls, playground equipment, cosmetics, foods, and even 13,328 sets of false teeth. The Soviet requests for food emphasized canned meat (Tushonka), fats, dried peas and beans, potato chips, powdered soups and eggs, dehydrated fruits and vegetables, and other packaged food items. Although dehydration solved shipping problems to Russia, such requests also resulted in the rapid expansion of American dehydrating facilities, which eventually influenced the domestic market and diet of the American people from the post-war period until the present.

Lend-lease accounts show that in 1945 alone, about 5.1 million tons of foodstuffs left for the Soviet Union from the United States, while their own 1945 total agriculture output reached approximately 53.5 million tons.³¹ If the twelve-million-member Soviet Army received all of the foodstuffs that arrived in Russia through lend-lease from the United States, then each man and woman would have been supplied with more than a half pound of concentrated food per day for the duration of the war. Undoubtedly lend-lease food proved vital to the maintenance of adequate nutrition

²¹ George Racey Jordan, *Major Jordan's Diaries* (New York: Harcourt Brace Jovanovich, 1952).

²² Soskin, *Istoriya KPSS*.

²³ Kim, *History of the USSR*.

²⁴ Randy Acord: personal communication, 1993.

²⁵ Gerald Dorsher, a veteran of the Korean War: personal communication, 1993.

²⁶ Van Tuyll, *Feeding the Bear: American aid to the Soviet Union: 1941-1945*.

²⁷ Jordan, *Major Jordan's Diaries*; Jordan, *From Major Jordan's Diaries*, manuscript (Alaska State Historical Library, 1965).

²⁸ Bill Schoeppe: personal communication, 1993.

²⁹ Jay H. Moor, "World War II in Alaska: The Northwest Route; A Bibliography and Guide to Primary Sources."

³⁰ Van Tuyll, *Feeding the Bear: American aid to the Soviet Union: 1941-1945*.

³¹ Jones, *Roads to Russia*.

levels for Soviets and other lend-lease beneficiaries. For example, in 1944, 2 percent of the United States food supply was exported to the Soviet Union, 4 percent to other lend-lease recipients, 1 percent in commercial export, and 13 percent to the United States military. This aid was only possible due to the sacrifices made by the American people and the enormous increase in American agricultural and industrial production—up 280 percent by 1944 over the 1935-1939 average.³²

Although the Soviet government tried to minimize the importance of the lend-lease support by arguing that the United States supplies to Russia represented only 4 to 10 percent of the total Soviet Union production during the war, the aid items were essential for the survival of the Soviet Union. For example, while Soviet production of steel was about nine million tons in 1942, under lend-lease the Soviet Union received about three million tons of steel. The Soviet T-34 tank engine and Soviet aircraft made use of lend-lease aluminum. Copper shipments (about four million tons) equaled three-quarters of the entire Soviet copper production for the years 1941-1944. About 800,000 tons of non-ferrous metals (e.g. magnesium, nickel, zinc, lead, tin), a million miles of field telegraph wire, 2,120 miles of marine cable and 1,140 miles of submarine cable formed an impressive figure, especially when compared to Soviet production.³³

In addition to non-military items, the Soviet Union also received under the lend-lease agreement: 15,000 airplanes—equivalent to 12 percent of those produced in Soviet plants; 9,000 tanks and self-propelled guns, or 10 percent of Soviet production; 362,000 lend-lease trucks and 47,000 jeeps—compared to 130,000 trucks manufactured in the Soviet Union. All this equipment greatly contributed to the mobility and survival of the Red Army. Unfortunately, many of these materials deteriorated because they were poorly maintained or wastefully stockpiled due to Soviet carelessness and the inefficient state infrastructure. However, most of the materials were widely used and often admired by Red Army soldiers. In fact, the legendary Soviet air ace and three-time Hero of the Soviet Union, Alexander Pokryshkin, used a lend-lease Airacobra to shoot down forty-eight of the fifty-nine Nazi planes credited to him.³⁴

Many non-military and military items were funneled through Great Falls. The United States received payment from Russia for only a small fraction of these

items. However, Bill Schoeppe, a resident of Juneau and then an airplane mechanic at Ladd Field, Fairbanks, remembers that two airplanes loaded with ten thousand pounds of gold—valued at about \$5.6 million in 1943—traveled from Siberia to the Lower 48 in 1943. No written record has been found so far of that transaction or of other transactions of a similar nature. The records of the Foreign Economic Administration's (FEA) Division of Soviet Supply (DSS) have disappeared. The National Archives does not have them and neither does the Department of State. In the early 1970s many of the FEA records were inadvertently shredded, and DSS records may have been among those that were destroyed.³⁵

Thanks, but No Thanks

Undoubtedly, the Alaska-Siberia lend-lease agreement is a focal point in modern history. Many Alaskans worked together with Russians on the cooperative program. Although the two nations still faced possible invasion by the Japanese, the northwest route was a vehicle for hope. Just a few months after the tide of war turned in favor of the Allies, however, expectations of continued post-war cooperation shifted to mutual suspicion and antagonism.

Franklin D. Roosevelt was most instrumental in holding the Allies together against their enemies during the war and was responsible for implementation of the lend-lease program to the Soviet Union. Roosevelt gambled four times on strategic planning: He predicted Britain's survival and he won. He believed that Russia would withstand German attack and he won again. He was confident that Germany and Japan would eventually be defeated and he was right a third time. And he further speculated that by not attaching a dollar sign or political strings to Russian aid, he could secure their friendship and cooperation after the war. But this time he lost. He lost because he naively believed that sincerity and good intentions would change Communist objectives against capitalist countries. Roosevelt held the illusion that lend-lease was a channel of communication with the Soviet people that would eventually bring about democracy in the Soviet Union and cause partnership with the West to flourish. In reality it was only a channel of communication with one Soviet—Joseph Stalin. In fact, few Soviets knew much about the magnitude of American aid to Russia and the sacrifices connected with the program.³⁶

³² Ibid.; Van Tuyl, *Feeding the Bear: American aid to the Soviet Union: 1941-1945*.

³³ Jones, *Roads to Russia*; Van Tuyl, *Feeding the Bear: American aid to the Soviet Union: 1941-1945*.

³⁴ Jones, *Roads to Russia*; personal communication with Pokryshkin's son, 1991.

³⁵ Moor, "World War II in Alaska: The Northwest Route; A Bibliography and Guide to Primary Sources."

³⁶ Boris Dolitsky, Soviet Army officer from 1939 to 1947; personal communication, 1993.

Relying on unwritten rules of political reciprocity, Roosevelt was often puzzled that the Soviet government refused to permit Western allies to send military observers and technicians to the Eastern Front. He was also puzzled by the Soviets' vigorous insistence on the opening of a second front in Europe early in the war, this when the U.S. was already involved in military activities in the Pacific and North African theaters, as well as with lend-lease convoys to Europe. These Allied activities diverted significant enemy forces from the Eastern Front. Sometimes Roosevelt was irritated that the Soviets could not understand the complexity of the lend-lease delivery to the Soviet Union and its logistics; further, the U.S. Congress and 49 percent of the American people were consistently reluctant to support Soviet aid. The American administration often quarreled with the Soviets about delivery schedules. The Soviets even refused to open the Alaska-Siberia lend-lease route until August of 1942, when they realized that they might not have other alternatives. In addition, Soviet authorities insisted upon more rigid specifications for the war equipment than did, for instance, the war offices of Britain. As a result of all these complications and miscommunication, American officials were unable to adequately observe the use made of Western equipment. They had to rely largely on rather vague and general reports made by Soviet authorities that great quantities of American equipment, for example, were being used in the 1945 offensive.

But what was most astonishing to American repre-

sentatives was Soviet reluctance to acknowledge, either in the press or in public, the support they received from the United States. At the end of the war, the Soviet government regarded lend-lease as an insignificant 4 percent of the total industrial production of Soviet enterprises. The production of Soviet industry, of course, has always been exaggerated to demonstrate the accomplishments and advantages of the Soviet socialist state. On June 19, 1962, Soviet General Secretary Nikita Khrushchev asserted that "... during World War II American monopolists made billions of dollars on war deliveries. They fattened themselves on the blood of people lost during two world wars."³⁷ The aid program was pictured by Soviet historians as an effort to expand American imperialism and to use Soviet resistance for their own mobilization.

Soviets efforts to minimize the role of lend-lease may have been motivated by considerations of national prestige and image. Only recently have Soviet scholars been admitting that lend-lease actually contributed to the war effort. Although during the war the Soviet government gave decorations to a number of Westerners, and it recently honored seamen who had served on the Murmansk run, they still emphasize the small size of lend-lease in relation to Soviet production and the heroism of the Soviet people in delivering lend-lease supplies.³⁸

Alexander B. Dolitsky teaches Russian studies at the University of Alaska in Juneau.

³⁷ Nikita Khrushchev, cited in Jones, *Roads to Russia*.

³⁸ Pyotr Petrov, "When We Were Allies", *Soviet Life*, 1991a, March issue, part 1, pp. 42-4; "When We Were Allies", *Soviet Life*, 1991b, May issue, part 2: pp. 18-19.



Fairbanks North Star Borough

Office of the Mayor

809 Pioneer Road

P.O. Box 71267

Fairbanks, Alaska 99707-1267

907/459-1300

Fax 907/459-1102

Email mayor@co.fairbanks.ak.us

March 14, 2001

Mr. Alexander Dolitsky
Alaska-Siberia Research Center
PO Box 34871
Juneau, AK 99803

Dear Mr. Dolitsky,

As Mayor of the Fairbanks North Star Borough, I am very much in support of the proposed monument for the Alaska-Siberia Lend Lease Memorial.

This monument will contribute to our further understanding of Russian-American relations and will bring to Fairbanks the great respect, recognition and thanks to our veterans.

It would be fitting to have this memorial in Fairbanks to memorialize the World War II program.

Sincerely,

Rhonda Boyles
Mayor

/psh

Letters of Support

Alaska House of Representatives

Richard Foster
P.O. Box 1630
Nome, AK 99762
907-443-5036
Fax 907-2162



During Session
State Capitol Rm. 410
Juneau, AK 99801-1182
907-465-3789
Fax 907-465-3242

Majority Whip

March 2001

To Whom It May Concern:

We, members of the Alaska House of Representatives, support the Alaska-Siberia Research Center (AKSRC) in their efforts to erect a monumental bronze sculpture commemorating the Lend-Lease program between the United States and Russia during World War II. See attached information.

~~M. H. A.~~
Whitaker, 31
Keri May, 19
Paul Papan Dist 25
Leslie McGuire D-17
Mary Kapsner, 39
Jim Wolf Dist
Harry Crawford - 22
Sharon Misina D21
Dewey - 7
Norm Fokberg D-11
C. Morgan Aniak - 36
Elin Mullen - D-23
Pete Kott - D-24

REPR
Richard Foster
R FOSTER - NOME 38 DISTRICT

Lisa Murkowski
Rep. Lisa Murkowski - Anchorage - 14
Bill Williams - 1
Hugh Fete 733
Rep. Hugh Fete
Mike Chenuault - 9
Rep. Mike Chenuault. Dist 9.
Rep. Phil Harris - 35
Rep. Ken Lancaster - 8
C. Morgan Aniak - 36
Con Bunde - 18
Joe Green - 10



TONY KNOWLES
GOVERNOR
governor@gov.state.ak.us

STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

March 2001

P.O. Box 110001
Juneau, Alaska 99811-0001
(907) 465-3500
Fax (907) 465-3532
www.gov.state.ak.us

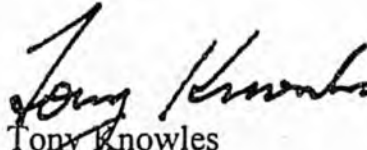
To Whom It May Concern:

I am writing in support of a proposal by the Alaska-Siberia Research Center and sculptor R.T. Wallen, both of Juneau, Alaska, to erect a sculpture in Fairbanks honoring the World War II Alaska-Siberia Lend Lease program and the veterans who were a part of it.

The wartime Lend Lease Act designated Alaska as the exchange point between the U.S. and the Soviet Union from 1942 to 1945. The U.A. Army Corps 7th Ferry Group flew nearly 8,000 aircraft hauling tons of materials and supplies. They flew from Great Falls, Montana, across various bases in Canada, to Army Ladd Airfield in Fairbanks, now known as Fort Wainwright. From Fairbanks, members of the Soviet Air Force piloted the planes across Alaska and Siberia to the Russian warfront.

Soldiers and their families made considerable sacrifices to serve their country. Great respect is due them and it is my belief that any means of increasing recognition and thanks to veterans is warranted. It would be fitting to build the Alaska-Siberia Lend Lease Memorial in Fairbanks to memorialize this important WWII program.

Sincerely,


Tony Knowles
Governor



CITY OF NOME

Celebrating 100 Years of Gold Rush History

Incorporated April 9, 1901

March 8, 2001

Mr. Alexander Dolitsky, Director
Alaska-Siberia Research Center
PO Box 34871
Juneau, AK 99803

Dear Mr. Dolitsky,

On February 26, 2001, the City of Nome adopted Resolution No. R-01-02-4 in support of the Alaska-Siberia Lend Lease Memorial project of erecting a monument in Fairbanks, Alaska. A copy of the Resolution is enclosed for your records.

The City of Nome is proud of its own lend-lease history during World War II and would encourage the Alaska-Siberia Research Center to provide Nome with a memorial to commemorate our participation in the lend-lease period. As you are aware, a monument in Nome will commemorate an important chapter of Alaska's history and will demonstrate our efforts toward peaceful cooperation with our foreign neighbors.

We look forward to hearing from you regarding the possibility of a similar monument in Nome.

Sincerely,
CITY OF NOME

Karen Mitchell
Administrative Assistant

Cc: City Clerk
File

Presented by:
Mayor Rasmussen
Action Taken:
Yes 4 No 0
Abstain 0

CITY OF NOME, ALASKA

RESOLUTION NO. R-01-02-4

A RESOLUTION OF THE CITY OF NOME, ALASKA
IN SUPPORT OF THE
ALASKA-SIBERIA LEND LEASE MEMORIAL

WHEREAS, the Alaska-Siberia Research Center intends to erect a monumental bronze sculpture celebrating and commemorating the Lend-Lease program between the United States and Russia during World War II; and

WHEREAS, this project will contribute to our further understanding of Russian-American relations and will bring to light new data on the World War II period in Alaska; and,


WHEREAS, the proposed monument will illustrate the strategic and social importance of Alaska then and today and will seek to preserve the memories of those Alaskans who shaped and participated in the Alaska-Siberia Lend-Lease program; and,


WHEREAS, the Alaska-Siberia Research center will be a recipient of funds and will be responsible for all financial and technical aspects of the project.

NOW, THEREFORE, BE IT RESOLVED, by the Common Council of Nome, Alaska, that the City of Nome is in support of the Alaska-Siberia Research Center project of erecting a monument in Fairbanks, Alaska.

APPROVED and SIGNED this 26th day of February, 2001

ATTEST:


MARY CORDOVA, City Clerk


LEO B. RASMUSSEN, Mayor
STAN ANDERSEN, PRESIDING COUNCILMAN



LETTERS TO THE EDITOR

been proposed by the Alaska-Siberia Research Center. The monument will illustrate the strategic and social importance of Alaska then and today and will seek to preserve the memories of those Alaskans who shaped and participated in the lend-lease program in Alaska. A cast of the sculpture is to be sited in Fairbanks with possible other casts to be established in Nome, Russia and Canada somewhere along the old lend-lease flight route.

From 1942 to 1945 nearly 8,000 aircraft (or 7 percent of those produced in Soviet plants) and other numerous supplies were sent through Great Falls, Mont. for transfer to Russia via Canada and Alaska. At the height of the program there were anywhere from 150 to 600 Russian pilots and other personnel at Ladd Field alone. Ladd Field, now called Fort Wainwright, was designated as an exchange point between Alaska and Siberia.

The memorial will commemorate North American and Russian participants in the Alaska-Siberia lend-lease period and will demonstrate the importance of the lend-lease program in overall victory of World War II. The lend-lease program demonstrated that two nations could compromise their views, cultural values to achieve a mutually beneficial goal. The monument will commemorate an important chapter of Alaska's history and will demonstrate the need for peaceful cooperation with our foreign neighbors.

This project will be coordinated by the Alaska-Siberia Research Center and sculpted by R.T. Wallen. The Alaska-Siberia Research Center is a non-profit research institution based in Juneau.

Wallen is an internationally recognized sculptor and printmaker. To learn more about the memorial and its design, and to make contributions to the project please contact <http://www.aksrc.homestead.com>

Directors of the AKSRC: John Binkley, Alexander Dolitsky, Dr. Jeffrey Hahn, Dr. Anna Kerttula, Mariam Lancaster, Robert Price, and Bill Ruddy.

Phone: (907) 465-8732 or (907) 789-3854.
Alexander Dolitsky
Juneau

Fairbanks Daily News-Miner, Tuesday, April 10, 2001

FAIRBANKS

Daily News - Miner

"Independent in All Things . . . Neutral in None"
Established in 1903

CHARLES L. GRAY
Publisher Emeritus

MARILYN F. ROMANO
Publisher

CELLY BOSTIAN
Managing Editor

BRIAN O'DONOGHUE
Editorial Page Editor

Lend-lease

April 3, 2001

To the Editor:

A monumental bronze sculpture celebrating and commemorating the lend-lease program between the United States and Russia during World War II has



Daily News Letter

Sculpture would recognize cooperation between U.S., Russia

A monumental bronze sculpture commemorating the Lend-Lease program between the U.S. and Russia during World War II has been proposed by the Alaska-Siberia Research Center. The monument will illustrate the strategic and social importance of Alaska then and today and will seek to preserve the memories of those Alaskans who participated in the program. A cast of the sculpture is to be sited in Fairbanks with a possible second cast in Nome.

From 1942-1945 nearly 8,000 aircraft and numerous supplies were sent through Great Falls, Mont. for transfer to Russia via Canada and Alaska. At the height of the program there were anywhere from 150 to 600 Russian pilots and other personnel at Ladd Field alone. Ladd Field, now called Fort Wainwright, was designated as an exchange point between Alaska and Siberia.

The memorial will demonstrate the importance of the program in the overall victory of World War II. The program demonstrated that two nations could compromise their views to achieve a mutually beneficial goal. The monument will commemorate an important chapter of Alaska's history and will demonstrate the need for peaceful cooperation with our foreign neighbors.

This project will be coordinated by the AKSRC, a non-profit research institution based in Juneau, and sculpted by R.T. Wallen, an internationally recognized sculptor and printmaker. To learn more, visit www.aksrc.homestead.com.

— *Johne Binkley, Alexander Dolitsky, Jeffrey Hahn, Anna Kerttula, Mariam Lancaster, Robert Price, and Bill Ruddy*
Directors of AKSRC



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Web posted **Friday, March 23, 2001**

Lend-Lease memorial

A letter
by ALEXANDER DOLITSKY

A monumental bronze sculpture celebrating and commemorating the Lend-Lease program between the United States and Russia during World War II has been proposed by the Alaska-Siberia Research Center. The monument will illustrate the strategic and social importance of Alaska then and today and will seek to preserve the memories of those Alaskans who shaped and participated in the Lend-Lease program in Alaska. A cast of the sculpture is to be sited in Fairbanks, with possible second and third casts to be established in Norne, Russia and Canada somewhere along the old Lend-Lease flight route.

In the 31 months of the Alaska-Siberia Lend-Lease program (1942-45), nearly 8,000 aircraft (or 7 percent of those produced in Soviet plants) and other numerous supplies were sent through Great Falls, Mont., for transfer to Russia via Canada and Alaska. Many Alaskans worked with Russians on the cooperative program. At the height of the program there were from 150 to 600 Russian pilots and other personnel at Ladd Field a one. Ladd Field, now called Fort Wainwright, Alaska, was designated as an exchange point between Alaska and Siberia from 1942 to 1945 under the Lend-Lease Act.

From 1942 to 1945, the Alaska-Siberia Lend-Lease program demonstrated that two nations could compromise their views, cultural values and principles enough to achieve a common, mutually beneficial goal. The monument will commemorate an important chapter of Alaska's history and will demonstrate the need for peaceful cooperation with our foreign neighbors whose political and economic system differ from ours.

This project will be coordinated by the Alaska-Siberia Research Center and sculpted by R.T. Wallen. The Alaska-Siberia Research Center (AKSRC) is a non-profit, non-partisan educational and research institution based in Juneau. Wallen is an internationally recognized sculptor and printmaker. To learn more about the memorial and its design, and to make contributions to the project please contact Alaska-Siberia Research Center at <http://www.aksrc.homestead.com>.

When we were allies: Lessons of the World War II northwest supply route

By ALEXANDER B. DOLITSKY

After the 1941 German invasion of the Soviet Union, the U.S. and British governments declared their support for the USSR's struggle against aggression. A Soviet delegation flew from Vladivostok to Nome, and on to Seattle for secret talks with American officials regarding aircraft deliveries to the USSR and feasibility of Pacific supply routes.

After careful consideration, the best route for planes seemed to be via Alaska and Siberia. Planes could be delivered in good condition and the chance of enemy interference was remote.

The Alaska-Siberian delivery route became a reality in 1942, connecting Great Falls in Montana, Edmonton and Whitehorse in Canada, and Fairbanks, Galena and Nome in Alaska.

In Siberia, airplanes continued their long trip from Uel'm through Markovo, Yakutsk, Kirensk, Krasnoyarsk and finally to Novosibirsk. On Aug. 26, 1942, the first Soviet envoys arrived in Nome. By the summer of 1943, many Russians were stationed at Fairbanks, Nome, Galena, Edmonton, and Great Falls. At the program's height, anywhere from 150 to 600 Soviet pilots and personnel were at Ladd Field alone.

Although Russian airmen sent to Alaska to pick up the aircrafts were guests in Alaska and the mission was regarded as a "rest from combat," they tended to remain aloof from the Americans. Sometimes Soviets socialized with Americans and expressed their ideological views, but with great caution. For the most part, the Soviets and Americans were cordial toward one another; some of them became good acquaintances, leaving a lasting mark of compassion for each other.

In four years of war, the United States supplied nearly 15,000 aircraft to the Soviet Union. More than half were flown over the northwest route through Alaska. About \$12.5 billion in war materials and other supplies were shipped to the Soviet Union over four major routes. The Soviets received such non-military items as cigarette cases, records, women's compacts, fishing tackle, dolls,

playground equipment, cosmetics, food and even 13,328 sets of false teeth. The Soviet requests for food emphasized canned meat, fats, dried peas and beans, potato chips, powdered soups and eggs, dehydrated fruits and vegetables and other packaged foods.

In addition to non-military items, the Soviet Union also received under the lend-lease agreement 15,000 airplanes, 9,000 tanks and self-propelled guns, 362,000 trucks and 47,000 jeeps. The equipment greatly contributed to the survival of the Red Army. The United States received payment from Russia for only a small fraction of these items.

The Alaskan-Siberian lend-lease agreement is a focal point in modern history. Many Alaskans worked together with Russians on the program. Although the two nations still faced possible invasion by Japan, the northwest route was a vehicle for hope.

A few months after the tide of war turned in favor of the Allies, cooperation shifted to mutual suspicion and antagonism.

During the war, President Roosevelt instrumental in holding the Allies together against their enemies and was responsible for implementing the lend-lease program to the Soviet Union.

Roosevelt gambled four times on the war affairs. He predicted Britain's survival and won. He believed Russia would withstand German attacks and he won again. He was confident that Germany and Japan would eventually be defeated and he was right a third time. He further speculated that by not attaching a dollar sign or political strings to aid to Russia, he could secure its friendship after the war. This time he lost.

Roosevelt had the illusion that the lend-lease was a channel of communication with the Soviet people that would eventually cause democracy in the Soviet Union and partnership with the West. In reality it was only a channel of communication with one Soviet - Joseph Stalin.

But what was most astonishing to American representatives was Soviet reluctance to acknowledge the support it received from the United States. At the end of the war, the Soviet government re-

garded the lend-lease as an insignificant part of the total industrial production of Soviet enterprises.

Soviet industrial production, of course, has always been exaggerated to demonstrate the accomplishments and advantages of the socialist state. In 1962, General Secretary of the Communist Party Nikita Khrushchev asserted that "...during World War II American monopolists made billions of dollars on war deliveries. They fattened themselves on the blood of the people lost during two world wars." The aid program was pictured by Soviet historians as an effort to expand American imperialism.

Soviet efforts to minimize the role of the lend-lease may have been motivated by considerations of national prestige. Only recently have Soviet scholars admitted that the lend-lease program actually contributed to the war effort. Although during the war the Soviet government gave decorations to a number of Westerners, and it recently honored seamen who had served on the Murmansk run, it still minimizes the importance of the lend-lease program.

To understand the complexity of this attitude, one must consider Russian and Soviet history, politics, law, traditions and behavioral psychology.

An analysis of the Alaska-Siberia lend-lease program demonstrates the need for a dynamic rather than static approach toward our foreign neighbors whose political and economic systems differ from ours. The program demonstrated that two nations could compromise their views, cultural values and principles enough to achieve a common, mutually beneficial goal.

A dynamic approach to dealing with potentially antagonistic neighbors may help the U.S. government and citizens achieve favorable results in their exploration of avenues for cultural, political and commercial exchanges with Russia.

Alexander B. Dolitsky is the director of the Alaska-Siberia Research Center and teaches at the University of Alaska Southeast.



SIGHTLESS AMONG MIRACLES

~ Sculpture Dedication ~
Carter Presidential Center
Atlanta, Georgia
November 14, 1996

*RT WALLEN Studio
PO Box 21063
Juneau, Alaska, 99802
907 586-6517*





Gift of Sight

Bronze sculpture by R T Wallen, 1995

Merck & Co. World Headquarters, Whitehouse Station, New Jersey

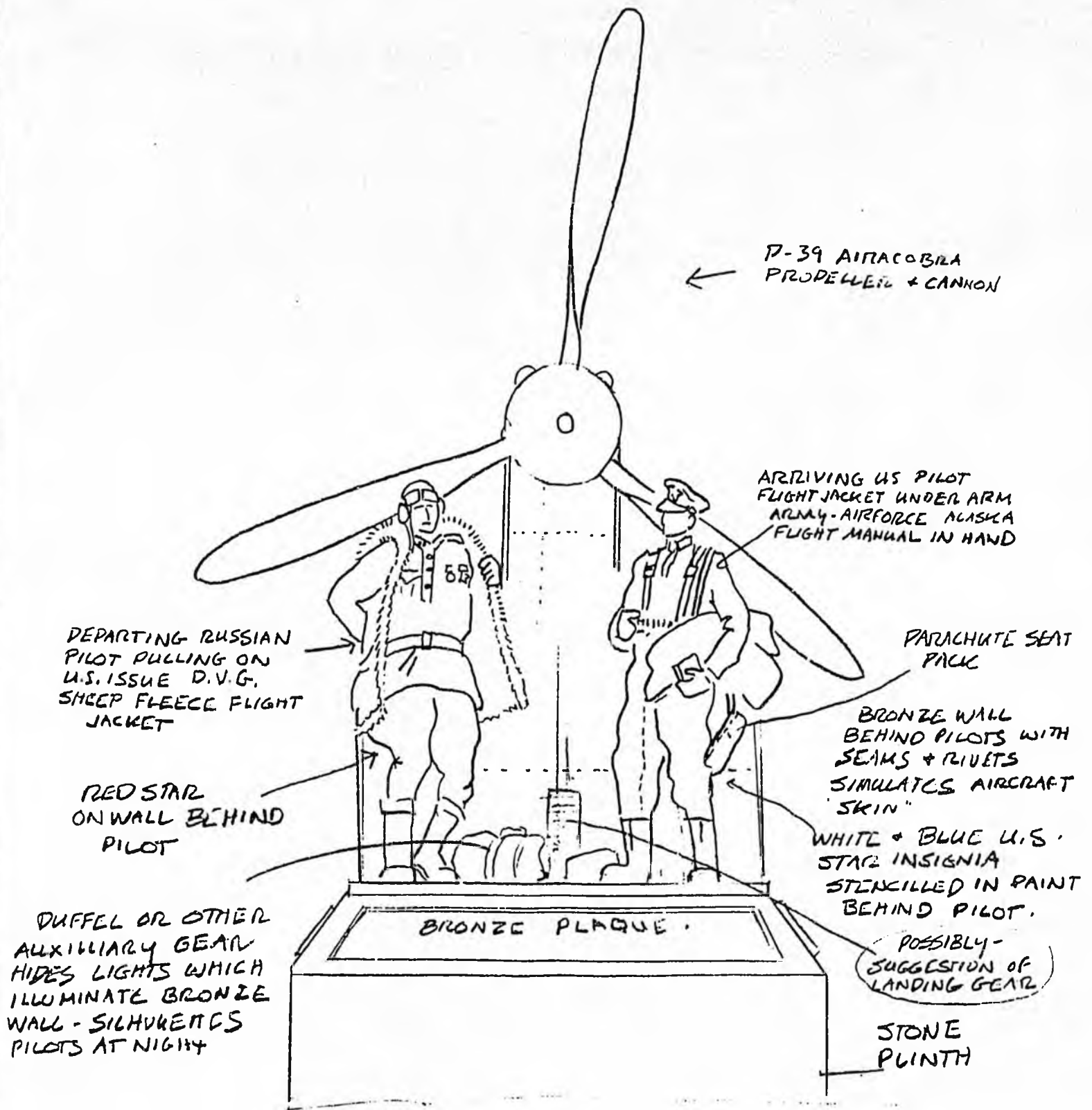
Alaska-Siberia Lend-Lease Memorial

This project is intended to erect a monumental bronze sculpture celebrating and commemorating the Lend-Lease program between United States and Russia during World War II. This project will contribute to our further understanding of Russian-American relations and will bring to light new data on the World War II period in Alaska. Many Alaskans feel that Alaska's role during WWII is underrepresented. The monument will illustrate the strategic and social importance of Alaska then and today and will seek to preserve the memories of those Alaskans who shaped and participated in the Alaska-Siberia Lend-Lease program. A cast of the sculpture is to be sited in Fairbanks and Nome, Alaska, with possible other casts to be established in Russia and Canada somewhere along the old Lend-Lease flight route.

In the 31 months of the Alaska-Siberia Lend-Lease program (1942-1945), nearly 8,000 aircraft (or 7 percent of those produced in Soviet plants) and other numerous supplies were sent through Great Falls for transfer to Russia. Many Alaskans worked together with Russians on the cooperative program. At the height of the program there were anywhere from 150 to 600 Russian pilots and other personnel at Ladd Field alone. Ladd Field, now called Ft. Wainwright, Alaska, was designated as an exchange point between Alaska and Siberia from 1942 to 1945 under the Lend-Lease Act. Although the two nations still faced a possible invasion from the Japanese Islands, the Northwest and Alaska-Siberia Routes was a vehicle for hope.

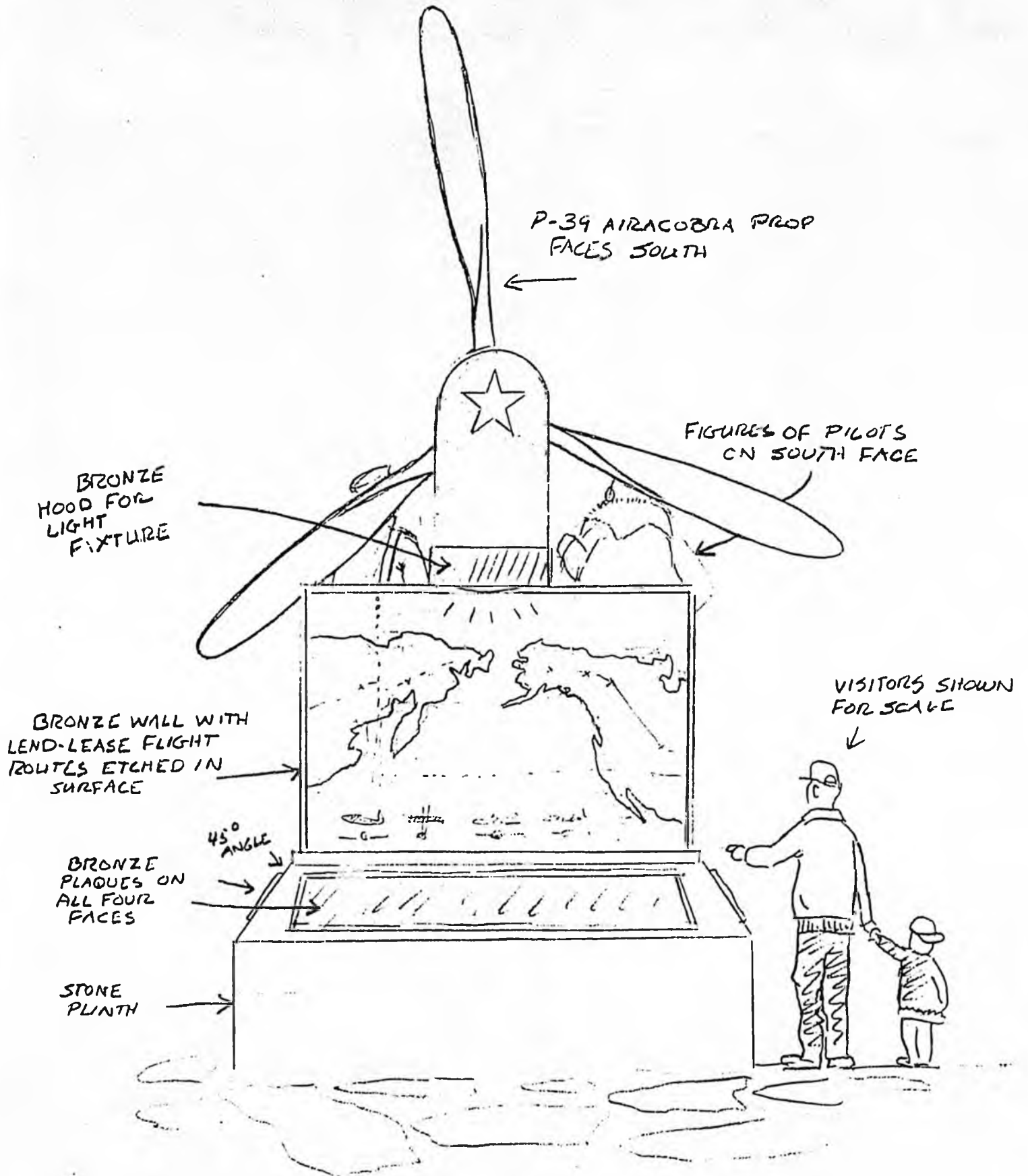
This project will be coordinated by Alexander B. Dolitsky and sculpted by R. T. Wallen. Alexander B. Dolitsky is a Director of the Alaska-Siberia Research Center in Juneau, Alaska and R. T. Wallen is an internationally recognized sculptor and printmaker. R. T. Wallen completed many sculptures for the city of Juneau, Merck & Co., Inc. in New Jersey, Carter Center in Atlanta, World Bank in Washington DC, World Headquarters of the World Health Organization in Geneva, Switzerland, and recently for the University of Houston, Texas.

The Alaska-Siberia Research Center will be a recipient of funds and will be responsible for all financial and technical aspects of the project. The Alaska-Siberia Research Center (AKSRC), a non-profit, non-partisan educational and research institution based in Juneau, Alaska, is an independent center for thought and opinion on Alaska-Siberia affairs and cultures. The AKSRC has been classified by the Internal Revenue Service as a tax-exempt, publicly supported, educational and research institution as described in section 501(c)(3) of the Internal Revenue Code as amended by the Tax Reform Act of 1969.



LEND-LEASE MONUMENT - SOUTH FACE .

OVER-ALL HEIGHT 17-18 FEET .



LEND LEASE MONUMENT: (NORTH FACE)

STUDY FOR THE
ARRIVING U.S. PILOT:

FIFTY MISSION CRUSHI
IN HAT

LEATHER
SUSPENDERS
FOR FLIGHT
PANTS

UNIFORM UNDER
FLIGHT SUIT

PARACHUTE
HARNESS

CIGARETTE
OR
COFFEE

ARMY AIR FORCE
ALASKA FLIGHT
MANUAL

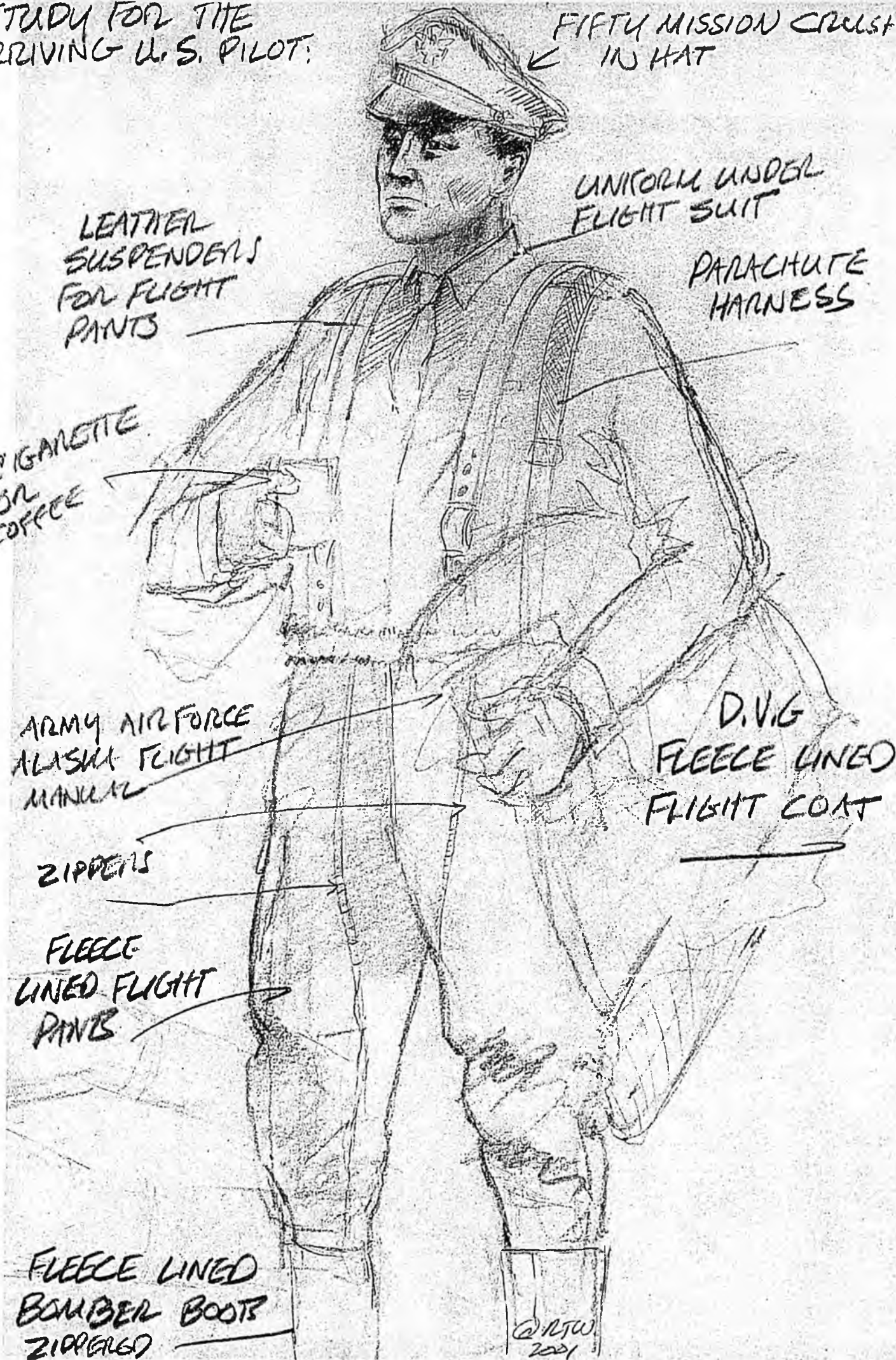
D.V.G
FLEECE LINED
FLIGHT COAT

ZIPPERS

FLEECE
LINED FLIGHT
PANTS

FLEECE LINED
BOMBER BOOTS
ZIPPERS

@NSW
2001



STUDY FOR DEVALTING
RUSSIAN PILOT

FLEECE LINED HELMET
WITH RADIO GEAR

POSSIBLY USE
GLASS ON BRONZE
FOR FLIGHT GOGGLES

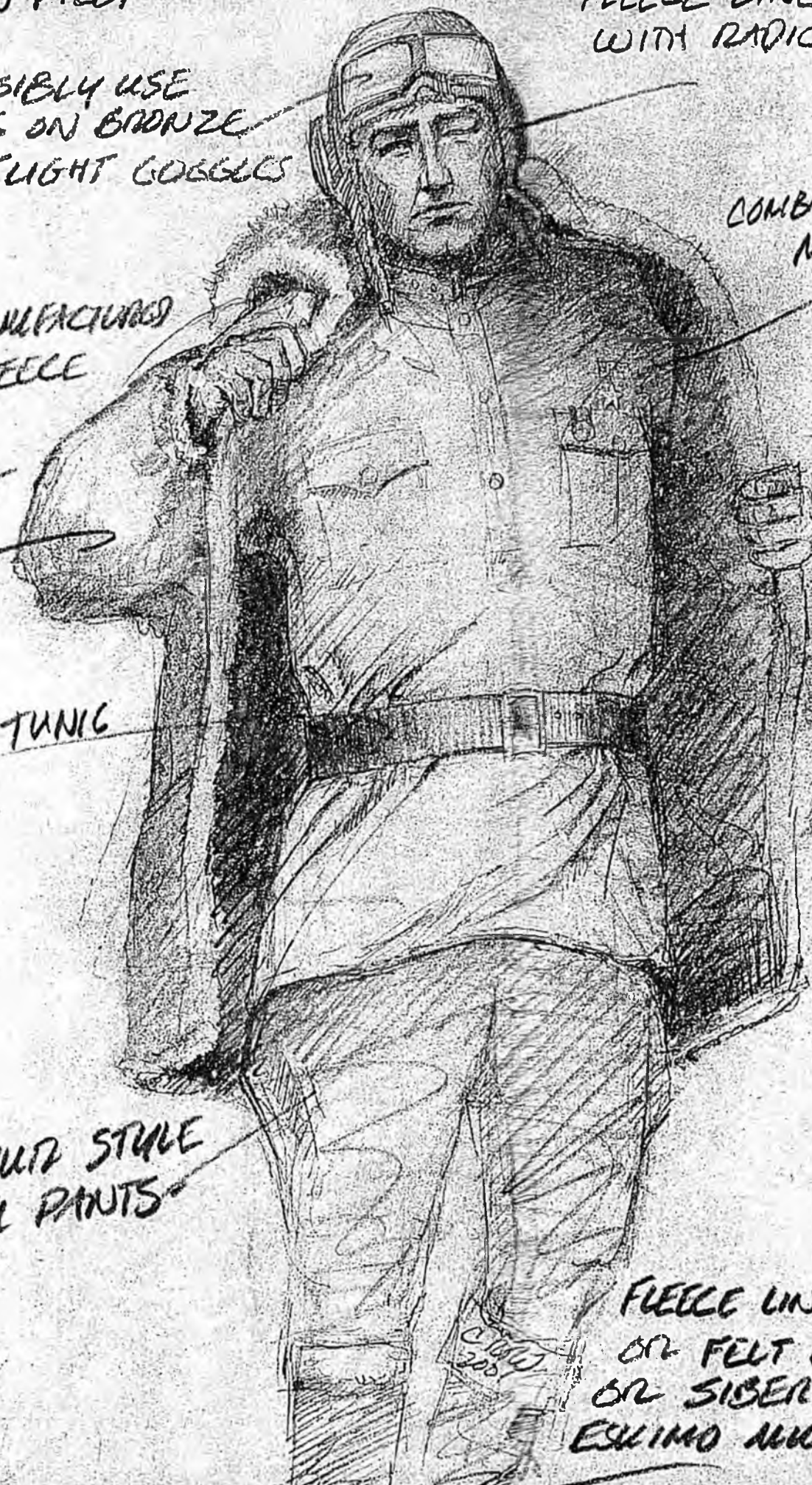
COMBAT VET.
MEDAL(S)

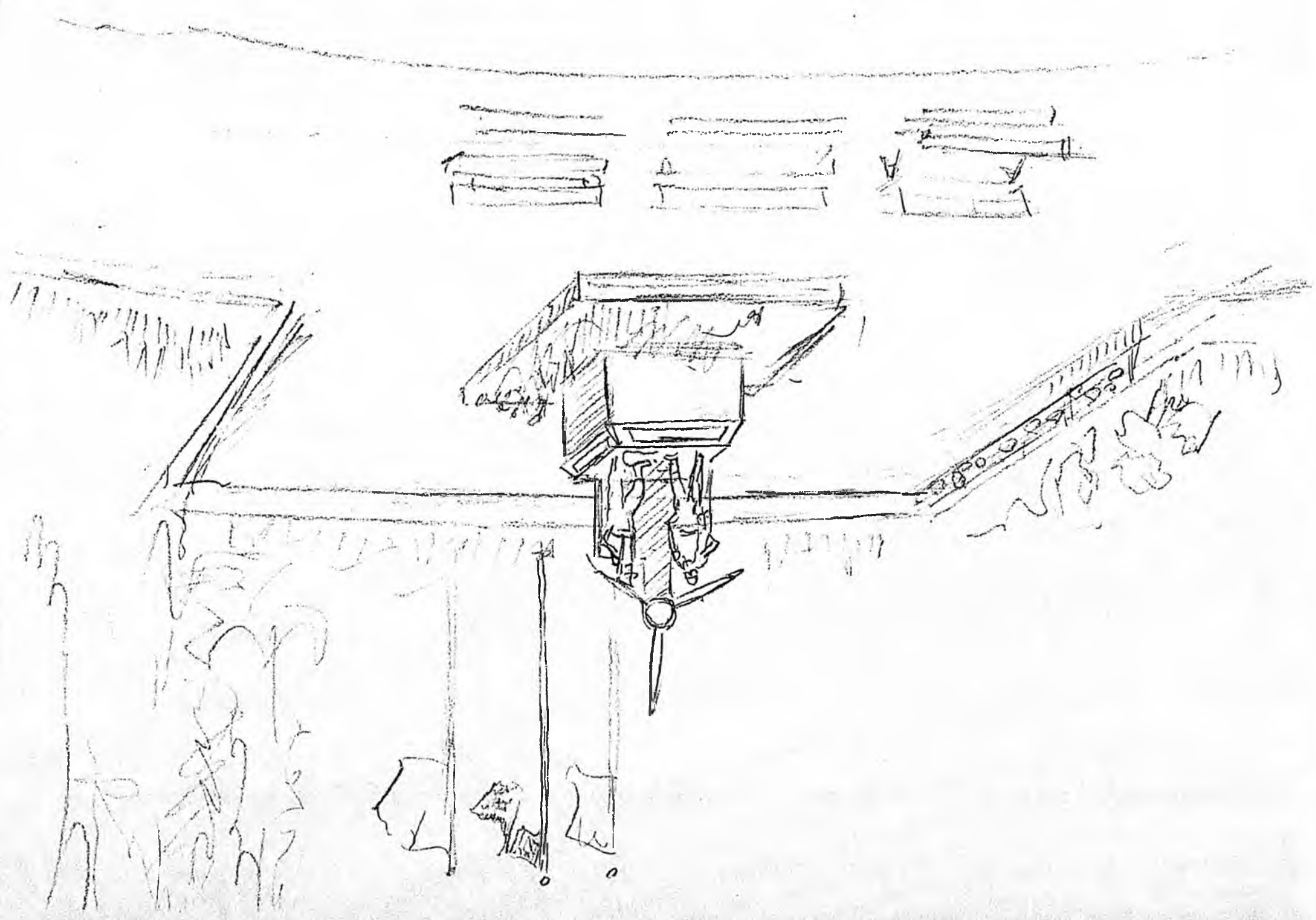
U.S. MANUFACTURED
DVG FLEECE
LINED
FLIGHT
JACKET

BELTED TUNIC

JODHPUR STYLE
UNIFORM PANTS

FLEECE LINED BOOTS
OR FELT BOOTS
OR SIBERIAN
ESKIMO MUKLUKS







R.T. WALLLEN

Biographical Information

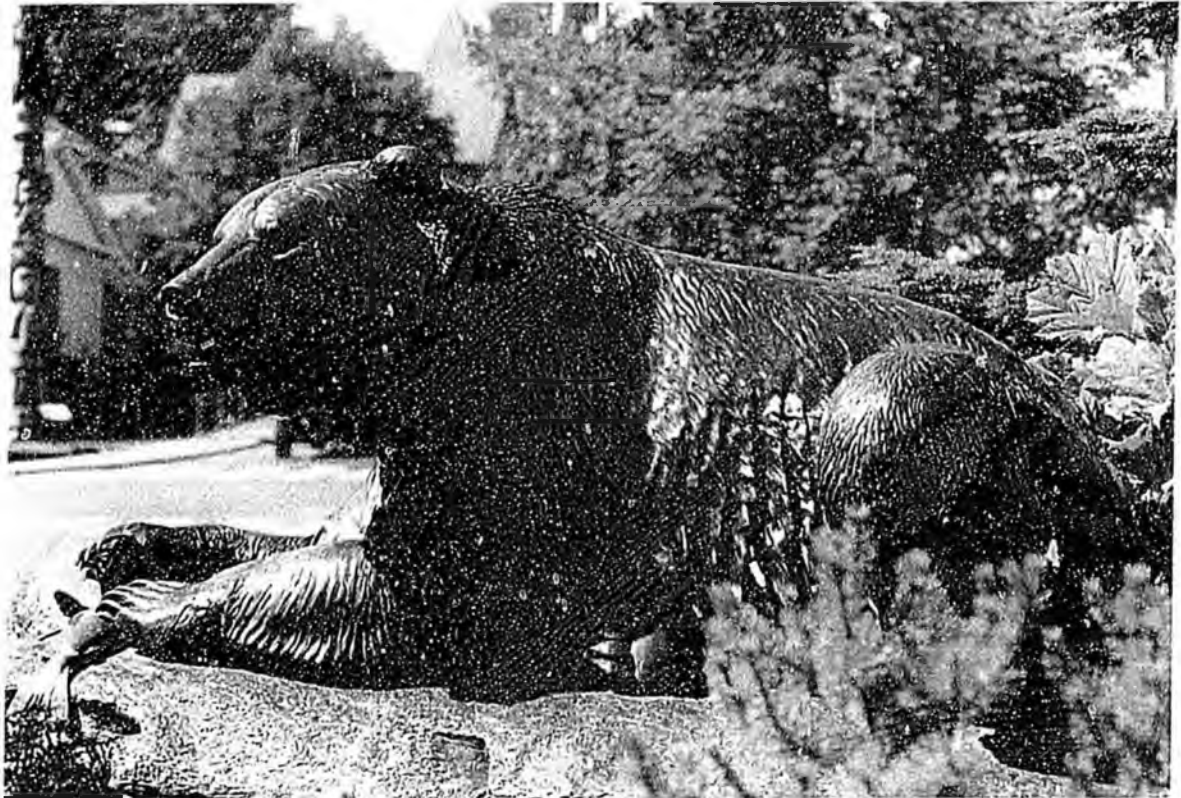
R.T. Wallen is an internationally recognized sculptor and printmaker from Juneau, Alaska. He works in many media but has specialized in printmaking. He is best known for his stone lithographs of Alaska wildlife and Native people. In 1988, he completed his first monumental sculpture in bronze, a commission from the city of Juneau to commemorate the first 25 years of Alaska Statehood.

Wallen's work has been given as state gifts or gifts from private collectors to a U.S. President, and to royalty and heads of state abroad. His work is found in museum collections both in the United States and in many other countries, including the royal/national museums of Denmark, Germany, and Jordan. His work has been exhibited in Europe and in Asia.

In 1993, he volunteered his time to the River Blindness Foundation to produce an edition of small bronze sculptures entitled *Sightless Among Miracles*. The bronze is a study of a blind African man being led by a young boy — a typical scene in many African nations. The blindness is caused by a parasite which infects millions of people with a disease called *onchocerciasis*, or *riverblindness*. Approximately 100 million people in Africa are at risk of contracting riverblindness and, despite major advances in control, 18 million people remain heavily infected. Thanks to a global partnership of five international organizations, 20 bilateral donors, 30 participating African countries, over 20 non-governmental development organizations, and two private foundations, who have embarked on a major control effort, this once commonplace scene of blind adults being led from place to place by children is progressively becoming a thing of the past. The initiative is further supported by a large and unprecedented donation by Merck & Co., Inc. of the drug, Mectizan[®], which — if given on a sustainable basis — arrests development of the disease.

A larger-than-life bronze sculpture of the *Sightless Among Miracles* figures was commissioned by Merck & Co., Inc. for their new world headquarters in New Jersey in 1995. A second casting, donated by John and Rebecca Moores was dedicated by President and Mrs. Carter at the Carter Center in Atlanta in 1996, and a third casting will now be placed at the World Bank in Washington, D.C. in June 1997.

"Skip" Wallen lives in Juneau with his wife Lynn, an anthropologist and author, and his son Tor, who arrived from Thailand at the age of six in 1987.

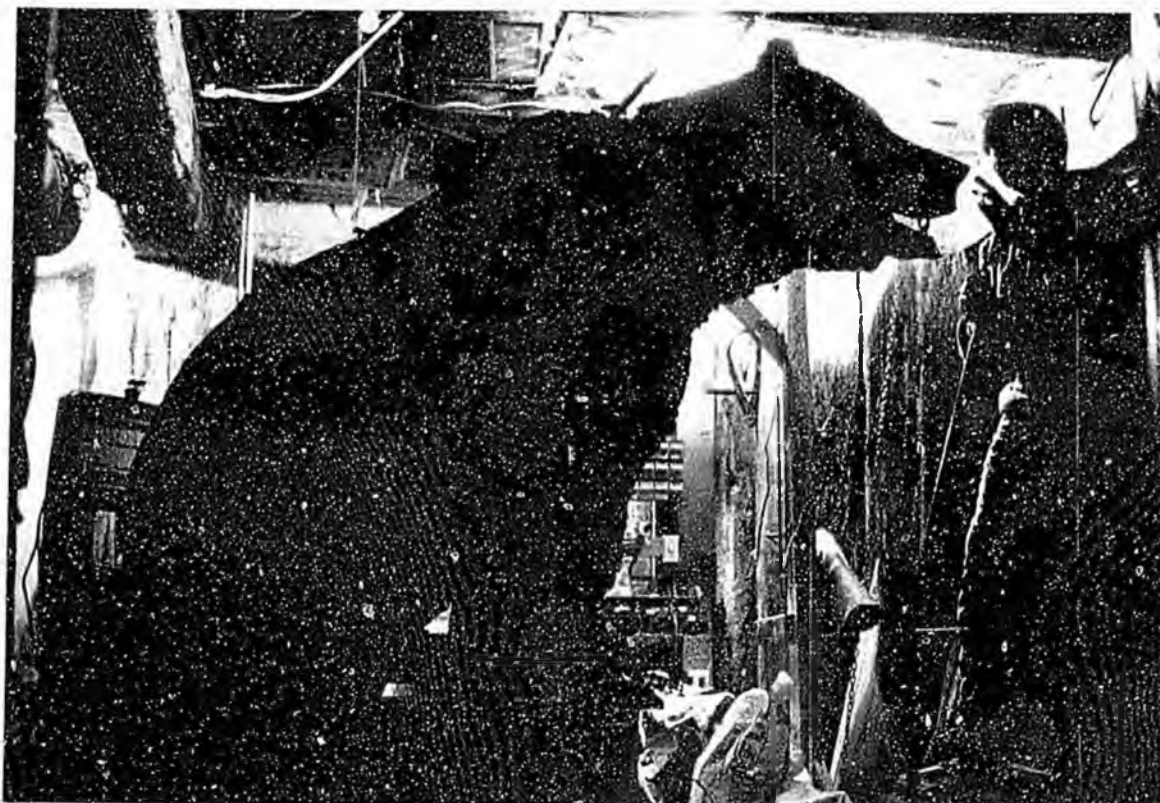


WINDFALL FISHERMAN

R T Wallen bronze sculpture at the Alaska State Capitol in Juneau
Commissioned in 1984 to celebrate Alaska's first 25 years of Statehood.



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R T Wallen Bronze Sculpture

GANG OF FOUR

Above: Early stage of work in the artist's studio.

Below: First cast on site, Salmon Creek, Juneau, Alaska, 1997

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