

SCOMM

127:20

Date Referred to Committee: April 12, 2001

Date of Committee Action: 4-17-01

The HOUSE SPECIAL COMMITTEE ON MILITARY AND VETERANS' AFFAIRS Committee considered:
HJR 27

WWII ALASKA-USSR LEND-LEASE MONUMENTS

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.

Recommends it be replaced with _____ CS HJR 27 (____) ☒ Same Title ☐ New Title
For Senate Bills with new title: ☐ Technical Title ☐ New Title: HCR _____

- [] attach amendments
[] add new referral to _____ Committee
[] Letter of Intent _____ Committee

*For Chief Clerk's Office Use Only

[illegible]

List by Dept(s):	FN #	Fiscal	Indet.	Zero
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[illegible]

Printed Last Name

DP	DNP	NR	AM
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Chair:

Chair:

Chen 2017

MEMORANDUM

To: Representative Pete Kott, Chair
House Rules Committee

From: Representative Mike Chenault

Date: April 19, 2001

Subject: Request for hearing – 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.

Please schedule HJR 27 for a hearing in the House Rules Committee at your earliest convenience.

This resolution expresses the Twenty-second Alaska State Legislature's support for the erection of monuments in commemoration of the World War II lend-lease program in Alaska, Russia, and Canada. 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.

Under the lend-lease program, nearly 8,000 aircraft hauling tons of materials and supplies were flown nearly 9,000 miles from Great Falls, Montana, across Canada and Alaska to the Union of Soviet Socialist Republics. Many Alaskans worked together with Soviet citizens from 1942 to 1945 during the lend-lease program.

I have enclosed a sponsor statement and a copy of the resolution, included in the back-up packet. Please contact Leona Oberts, MLV Committee aide, at 2811 if you need any additional information.



**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
Fax 907-465-2833

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

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						
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CHANGE IN REVENUES ()						
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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

STATE OF ALASKA

**REPRESENTATIVE
MIKE CHENAULT**



HOUSE OF REPRESENTATIVES

Official Business

Session:
Capitol Building, Room 432
Juneau, Alaska 99801-1182
(907) 465-3779
Toll Free: (800) 469-3779
Fax: (907) 465-2833

Interim:
145 Main St. Loop, Second Floor
Kenai, Alaska 99611
(907) 283-7223
Fax: (907) 283-3075

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.

ALASKA-SIBERIA LEND-LEASE TO RUSSIA

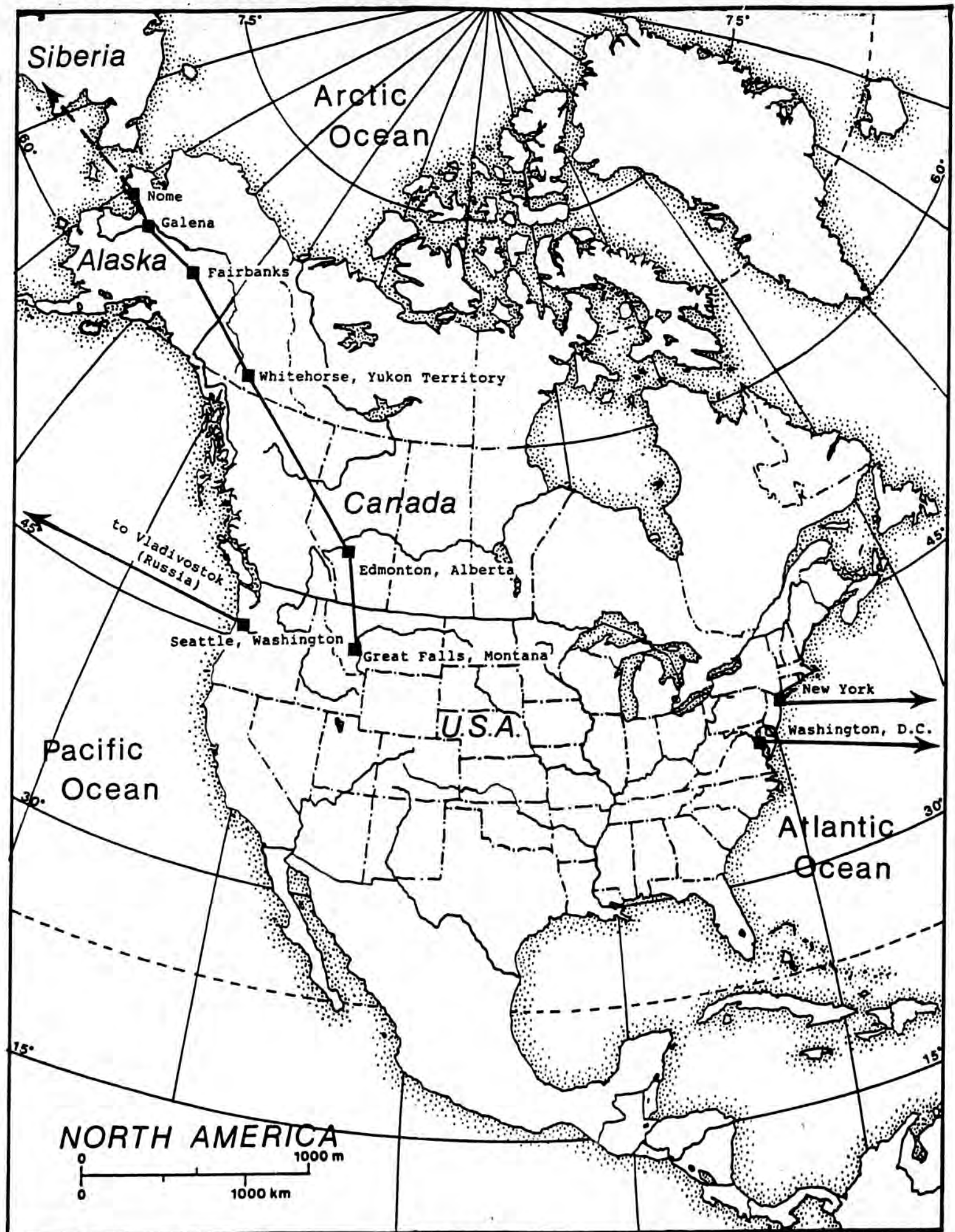


Figure 4

ALASKA-SIBERIA LEND-LEASE TO RUSSIA

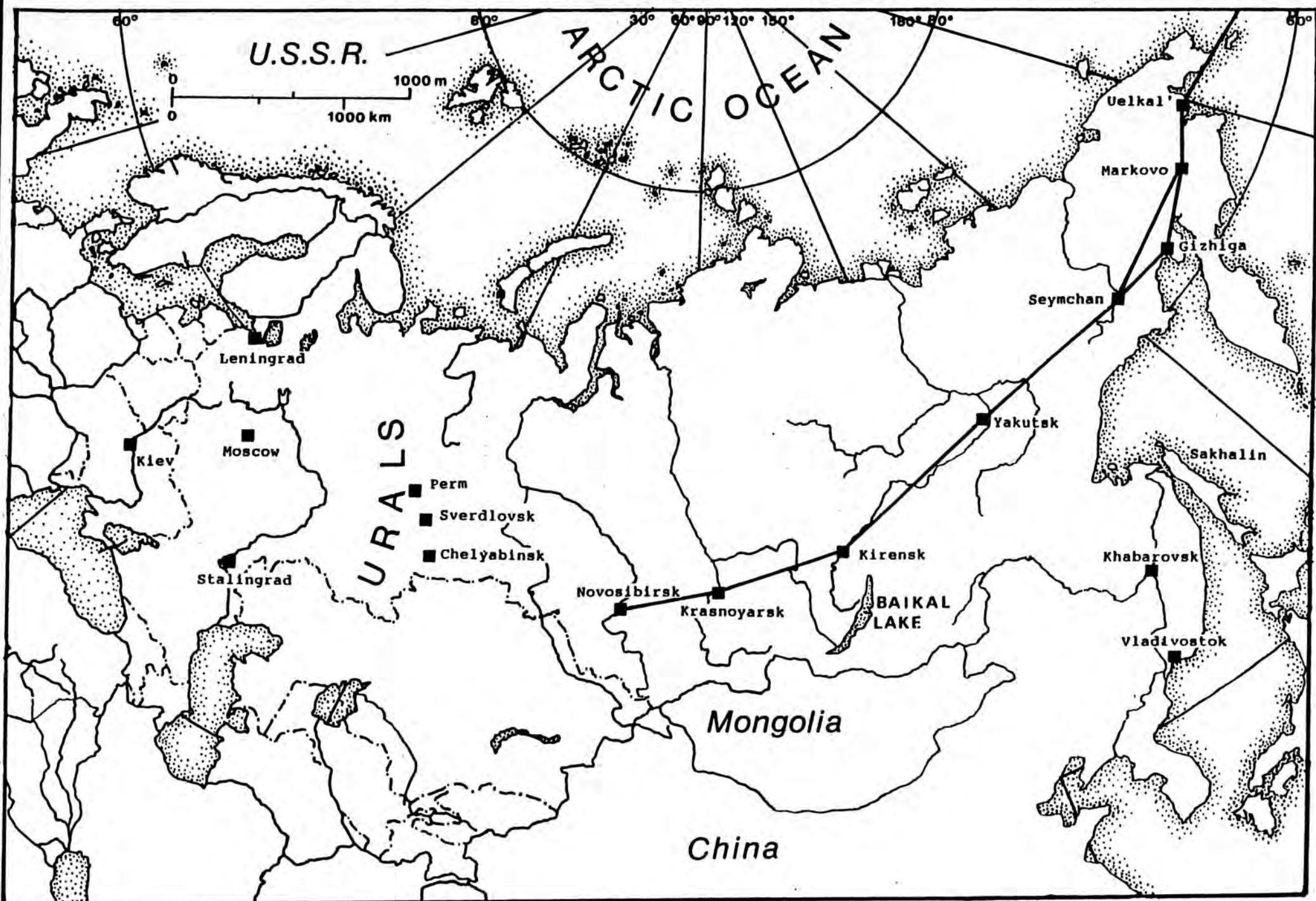
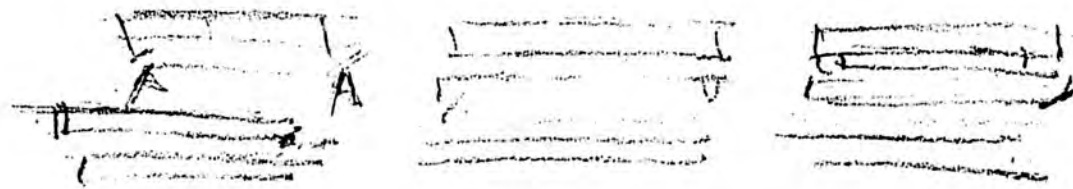
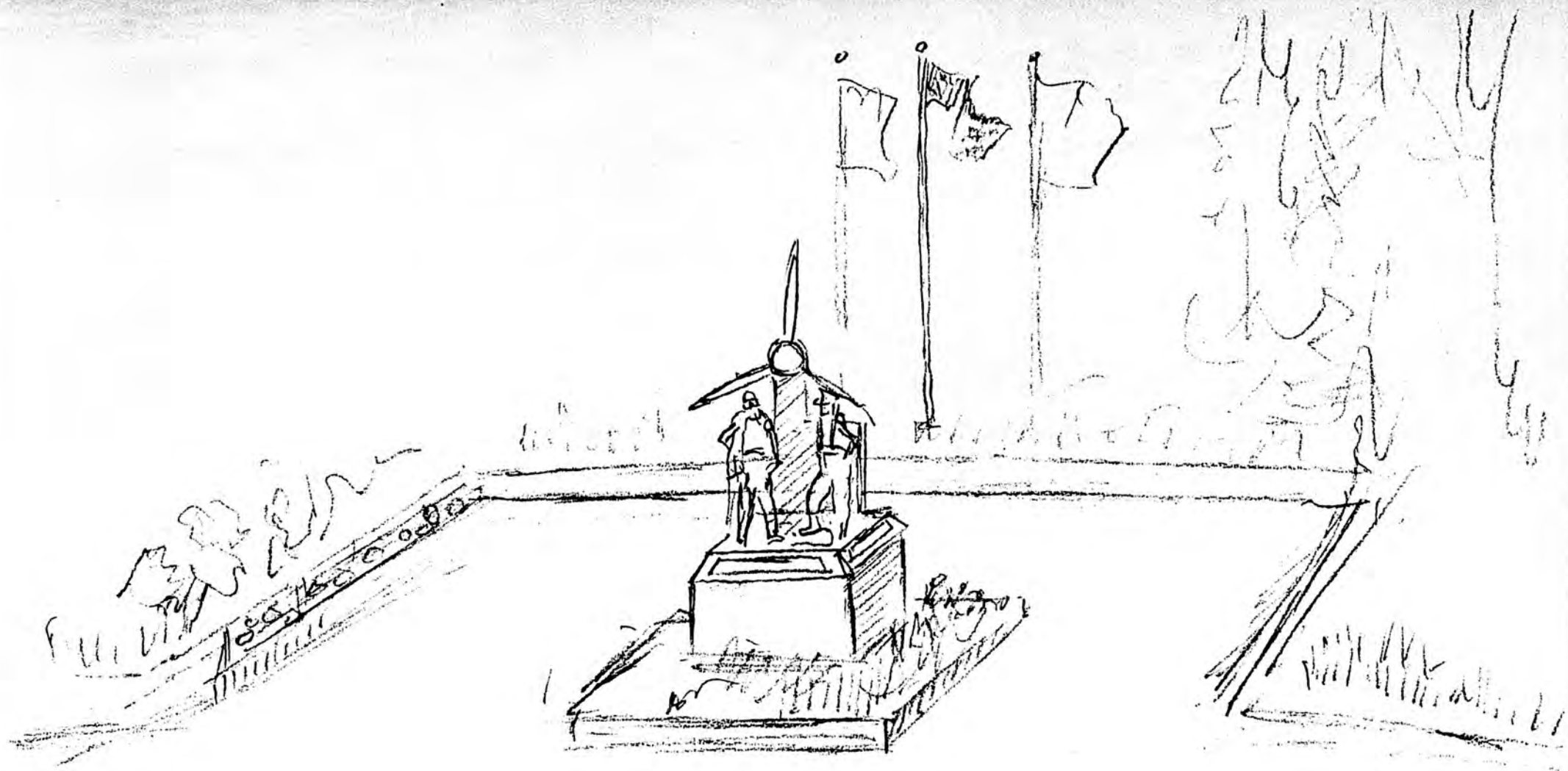
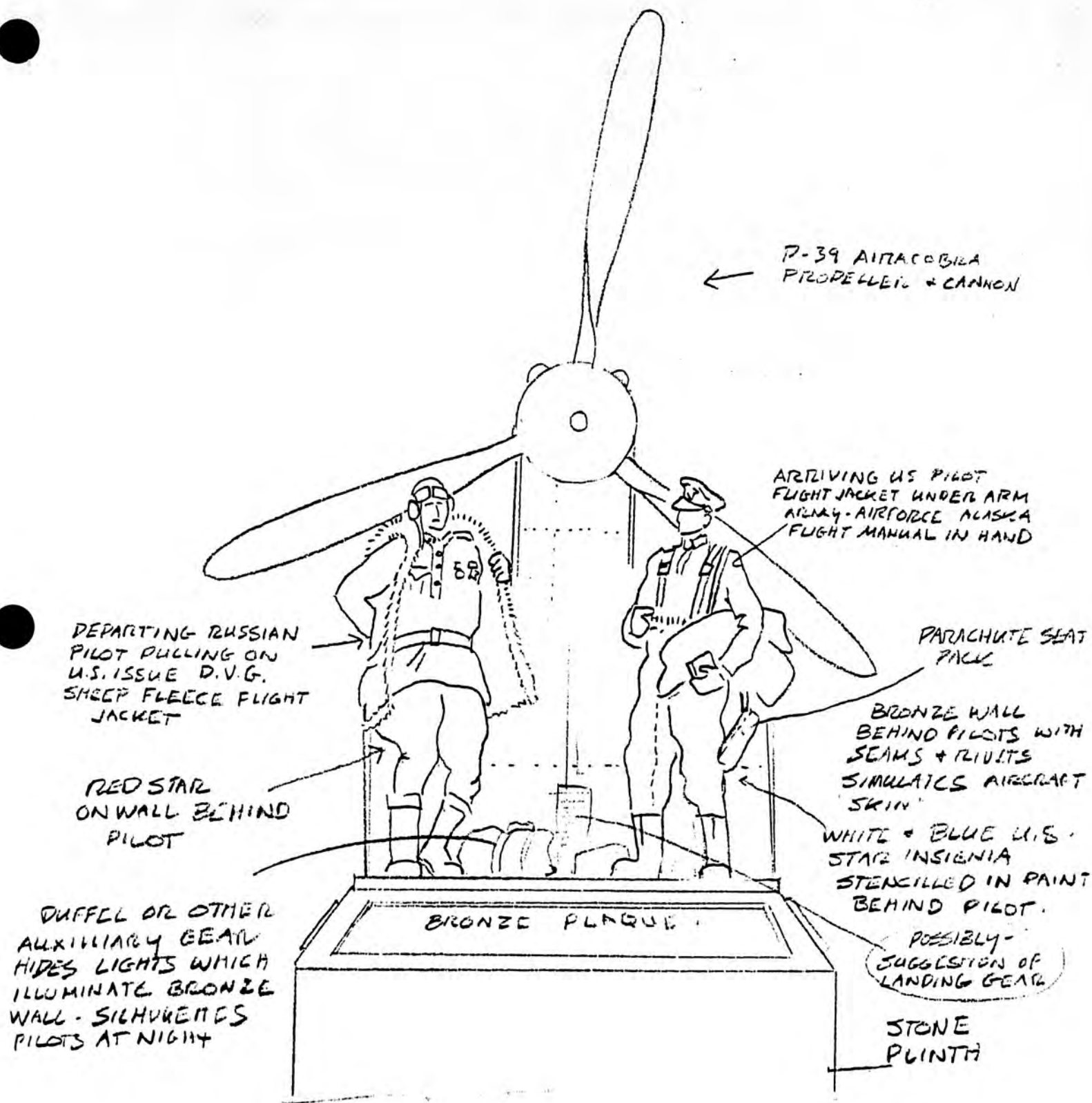


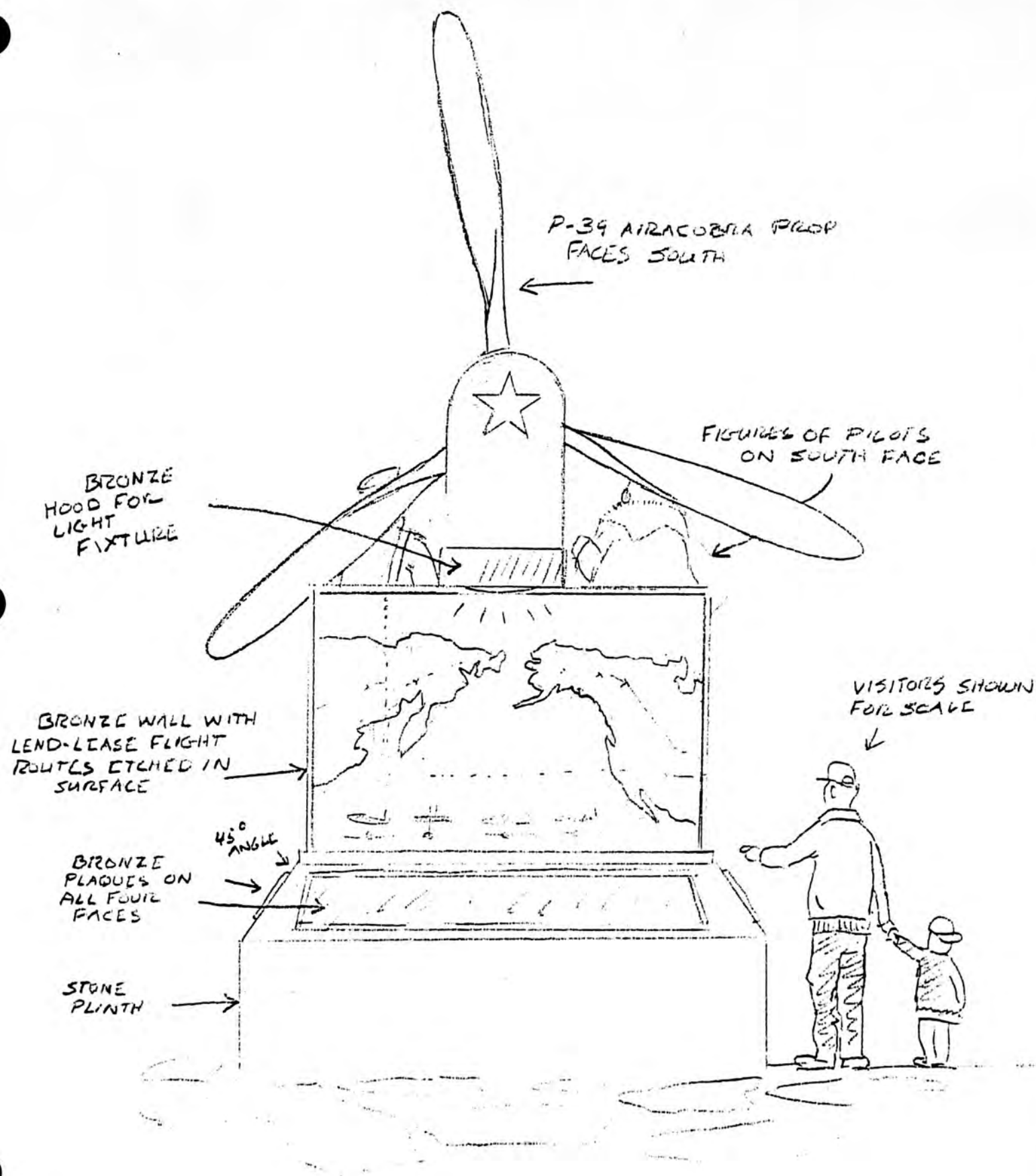
Figure 5





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 CRUSH"
IN HAT

LEATHER
SUSPENDERS
FOR FLIGHT
PANTS

UNIFORM UNDER
FLIGHT SUIT

PARACHUTE
HARNESS

CIGARETTE
OR
COFFEE

ARMY AIR FORCE
ALASKA FLIGHT
MANUAL

ZIPPER!!

FLEECE
LINED FLIGHT
PANTS

D.V.G.
FLEECE LINED
FLIGHT COAT

FLEECE LINED
BOMBER BOOTS



STUDY FOR DEBAILING
RUSSIAN PILOT

FLEECE LINED HELMET
WITH RADIO GEAR

POSSIBLY USE
GLASS ON BRONZE
FOR FLIGHT GOGGLES

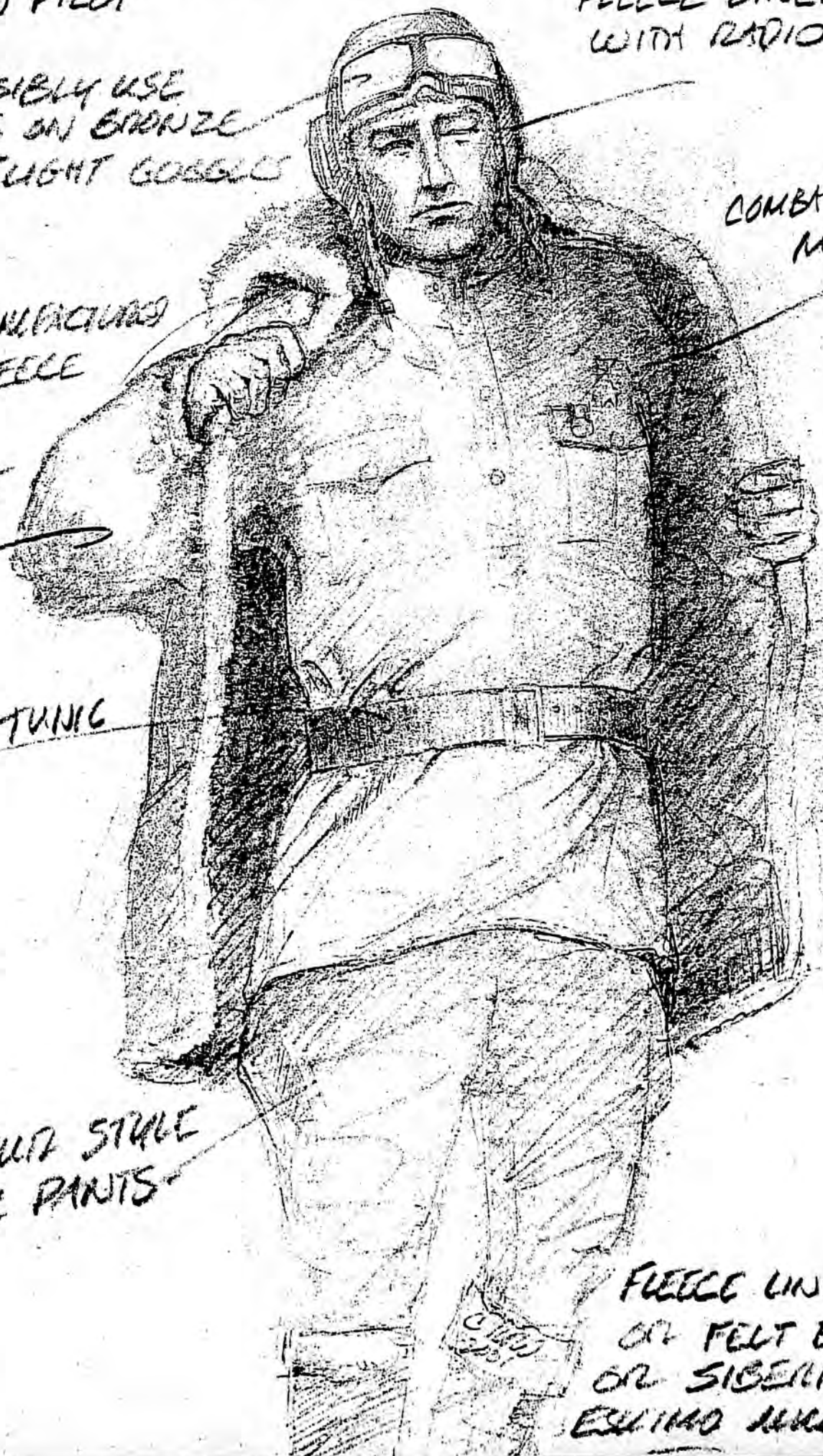
COMBAT VET.
MEDAL(S)

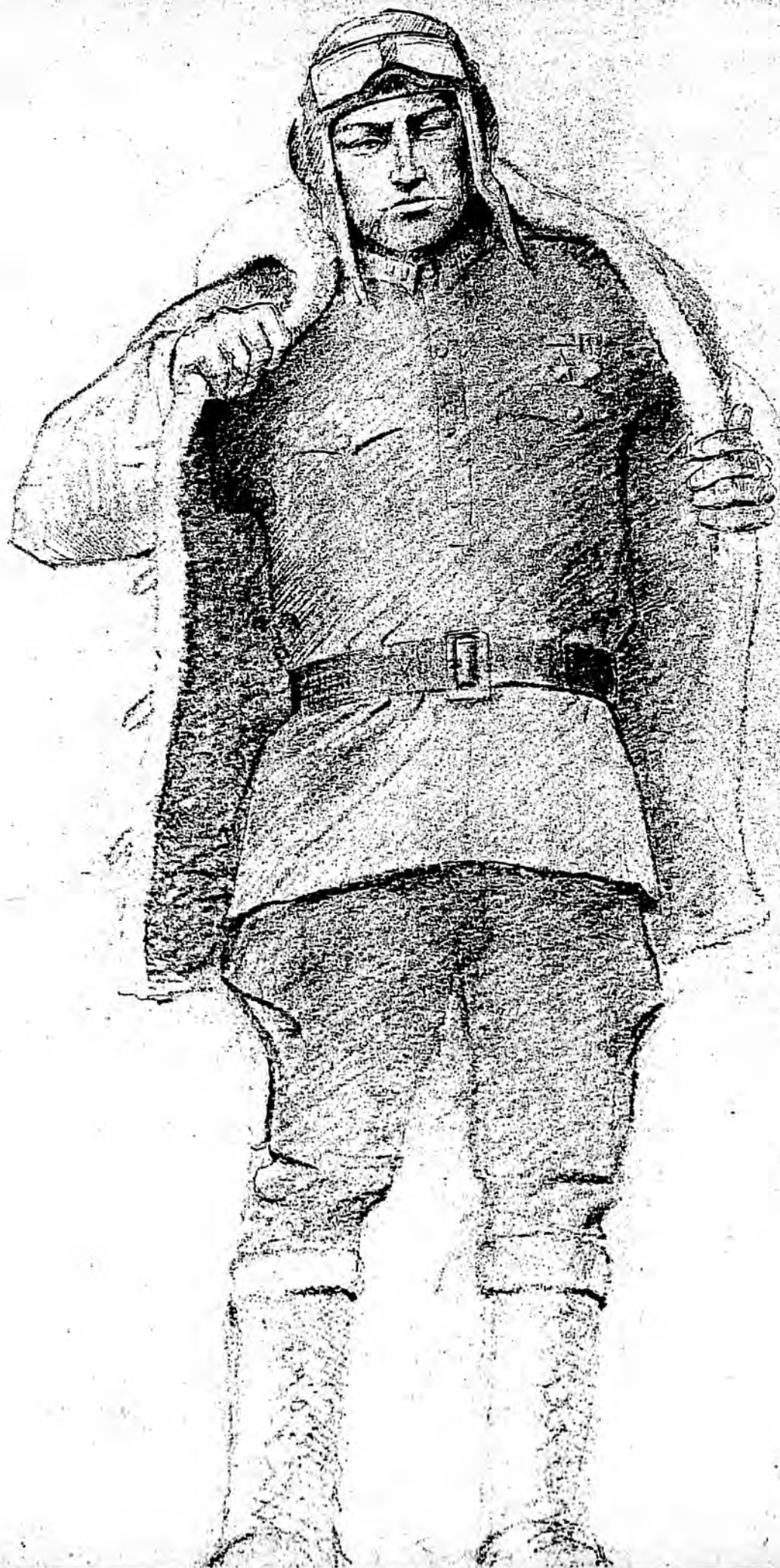
U.S. MANUFACTURED
DVG FLEECE
LINED
FLIGHT
JACKET

BELTED TUNIC

JODHPUR STYLE
UNIFORM PANTS

FLEECE LINED BOOTS
OR FELT BOOTS
OR SIBERIAN
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.

Larry Merculieff

COMMISSIONER OF COMMERCE
AND ECONOMIC DEVELOPMENT

08-120N (Rev. 9/88)
5841M-4

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*

This publication is funded in part by the Alaska Humanities Forum,
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the U.S. Department of Defense Legacy Program

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 Offner, *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 Tuyl, *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 Tuyl, *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 Tuyl, *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 funnelled 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 Tuijl, *Feeding the Bear: American aid to the Soviet Union: 1941-1945*.

³³ Jones, *Roads to Russia*; Van Tuijl, *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.

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. H.
Whitaker, 31

RePR

Richard Foster
R FOSTER - NOME 38 DISTRICT

Kenn Meyer, 19

Paul Papp DIST 25

Leslie McGuire D-17

Mary Kapsner, 39

Ann Wolf D15

Harry Crawford - 22

Sharon Misner 021

Drew Seifer - 7

Norman Fokberg D-11

Clayton Messer - 40

Elton Mulder - D-23

Pete Koss - D-24

Lisa Nurkowski
Rep. Lisa Nurkowski - 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

Carl Morgan Aniak - 36

Con Bando - 18

Joe Green - 10

Alakanuk, Brig Mission, Chevak, Elim, Emmonak, Gambell, Golovin, Hooper Bay, Kotlik, Koyuk, Mekoryuk, Mountain Village, Newtok, Nightmute, Nome, Pitka's Point, St. Mary's, St. Michael, Savoonga, Scammon Bay, Shaktoolik, Sheldon Point, Stebbins, Teller, Toksook Bay, Tununak, Unalakleet, White Mountain

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

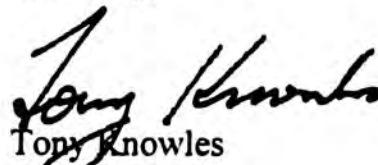
To Whom It May Concern:

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

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

Kerrigan, 19

Paul Pappas Dist 25

Leslie McGuire D-17

Mary Kapsner, 39

Ann Wolf Dist

Harry Crawford - 22

Sharon Misina 021

Dee Sefer - 7

Norman Fokberg D-11

Gayle C. Moss - 40

Ellen Mullen - D-23

Pete Katz - D-24

Alakanuk, Brig Mission, Chevak, Elim, Emmonak, Gambell, Golovin, Hooper Bay, Kotlik, Koyuk, Mekoryuk, Mountain Village, Newtok, Nightmute, Nome, Pitka's Point, St. Mary's, St. Michael, Savoonga, Scammon Bay, Shaktolik, Sheldon Point, Stebbins, Teller, Toksook Bay, Tununak, Unalakleet, White Mountain

Peggy Wilson - 2

RePR

Richard Foster

R Foster - Nome 38 District

Beth Kerttula - Juneau 3

Lisa Murkowski - Anchorage - 14

Rep. Lisa Murkowski - Anchorage - 14

Bill Williams - 1

Hugh Fato 733

Rep. Hugh Fato

Mike Chenault - 9

Rep. Mike Chenault. Dist 9.

Rep. John P. Harris - 35

Rep. Ken Lancaster - 8

Carl

C. Morgan Anik - 36

Rep. Bando - 18

Rep. Bando - 18

Rep. Bando - 18

Rep. Bando - 18

Rep. Bando - 18

Rep. Bando - 18

Rep. Bando - 18



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



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 COUNCIL MAN



ALASKA PACIFIC UNIVERSITY
POST OFFICE BOX 101700
ANCHORAGE, AK 99510-1700

907-343-2400 TEL
907-343-2211 FAX
inorth@alaska.net EMAIL
www.institutenorth.org

WALTER J. HICKEL
FOUNDER
MEAD TREADWELL
MANAGING DIRECTOR

March 16, 2001

Mr. Alexander B. Dolitsky
President/Chairman
Alaska-Siberia Research Center
P.O. Box 34871
Juneau, AK 99803

FAX 907-465-2935

Dear Alexander,

As an inspector for the U.S. Army Air Corps in Alaska during the Second World War, I played a role in the success of the Lend-Lease assistance the United States gave our ally Russia. I met many of the people who gave their lives in the effort to get aircraft and materiel through. I commend you for your effort now to establish a memorial to the Lend-Lease effort on both sides of the Bering Strait.

When I served as a member of the President's cabinet, I remember explaining to those who said Russia is "half a world away" from the United States that it is really "an eyesight" away. The Cold War did much to point out that distance. I was proud to have been involved in the 1988 first Friendship Flight which melted the ice curtain. We've continued that work of building for peace through the Northern Forum, an organization of regional governments in the North, which I helped found and now serve as Secretary General.

As Congress and others work on this kind of memorial, let me add my full support. You've done much to remind us of our important mutual history in this part of the world, and the kinds of opportunities which arise from our proximity.

With best regards.

Sincerely,

Walter J. Hickel

C: Senator Ted Stevens
Senator Frank Murkowski



Interior Veterans Coalition



PO Box 61416
Fairbanks, Alaska 99706
Phone: 907-479-4008 ** Fax: 907-479-4007

March 22, 2001

The Honorable Frank Murkowski
United States Senate
322 Hart Building
Washington, D. C. 20510

Dear Senator Murkowski,

I am writing this letter to lend support of the Interior Veterans Coalition of Alaska to Dr. Alexander Dolitsky and his proposed memorial to honor the U. S. Lend Lease Program, which aided in the mammoth effort of the Allies to defeat Nazi Germany. In particular, this will commemorate Alaska's role in the in the delivery of war material to the then USSR in order to defeat a common enemy.

It is important, I believe, for the Russian and American people to recall and to celebrate a common heroic effort in combating a treacherous enemy during a daunting and terrible time when the outcome of that war was very much in doubt for both of us. This was not just the effort of Armies, Navies and Air Forces, but also the entire mobilization of both nations, industrially, politically and spiritually.

Our group still has those who remember this war and we are proud to endorse the Fairbanks memorial as well as all the others.

Sincerely,

COPY

Stanley B. Gwizdak, Jr.
Acting Chairman
Interior Veterans Coalition of Alaska

Cc: Alexander Dolitsky, Director, AKSRC

Wallace M. Olson
P.O. Box 210961, Auke Bay, Alaska , 99821

March 20, 2001

The Honorable Senator Ted Stevens
The United States Senate
522 Hart Senate Building
Washington, D.C. 20510

Dear Senator Stevens,

I have just learned of the proposal by the Alaska-Siberia Research Center and the well-known Alaskan sculptor, R.T. "Skip" Wallen, to erect a memorial in Fairbanks to honor the men and women who served our nation in the Alaska-Siberia Lend Lease Program during World War II. I support project for several reasons.

When I arrived in Fairbanks, forty years ago, many residents still had vivid memories of the Russian staff and pilots who were in Alaska from 1942 to 1945. Nancy Baker was a very good friend. She had been one the elite group of women pilots who ferried airplanes for the program. When I became a professor at the University of Alaska, many of the staff were still telling stories of their meetings and adventures with the Russians and United States' pilots.

I am afraid that as the veterans of that earlier generation pass on, the memory of this important part of Alaska's history will start to fade. As an historian, I am convinced that if the materials and equipment had not arrived in Russia at that time, the outcome of the war may have been much different. The memorial and small park that have been proposed will be a permanent, physical reminder to future generations of the important role Alaska played in World War II.

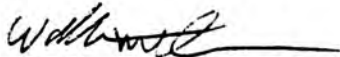
But more importantly, the memorial will remind Alaskans and the thousands of tourists who visit Fairbanks each summer, of the strategic importance of the 49th State. I started to work in the visitor industry in 1968 when I became the commentator on Capt. Jim Binkley's river boat. Today I still give talks to tourists and I regularly point out that Alaska is equally distant from New York City, Mexico City, Taiwan, Korea, Tokyo and Moscow. I sometimes tell the story of the Lend Lease program to illustrate our strategic location. The shortest and safest route to Russia and the Far East has always been by way of Alaska.

The preliminary sketches of the proposed memorial show what the artist has in mind. The map showing the route used to ferry the airplanes and supplies is an excellent illustration of Alaska's geographical position in the northern hemisphere. The proposed statues of two airmen,

an American and Russian, will remind viewers that what took place was much more than a mere transfer of equipment. It was a time when citizens of the United States, Canada and Russia cooperated in a common cause. Neighbors of three nations met, told stories and shared their common hopes and dreams for the future. The people with whom I talked with forty years ago, had, warm, happy memories of the years of the Lend Lease program and the people they came to know. I am convinced that a beautiful memorial, created by an exceptionally good artist, will help preserve and promote the feeling of brotherhood which marked that period of Alaska's history.

For thousands of years, the people of Alaska have been the living link between the Old and New Worlds. I support the efforts of the Alaska-Siberia Research Center to erect this memorial not just as a tribute to the men and women who served in World War II, but also as a way of reminding all those who see it, that Alaska has been, and always will be, the northern bridge connecting the continents of North America and Asia.

Respectfully yours,



Wallace M. Olson, Professor of Anthropology, Emeritus.

University of Alaska Southeast



VILLANOVA UNIVERSITY

The Honorable Ted Stevens
United States Senate
SH-522
Washington, D.C. 20510

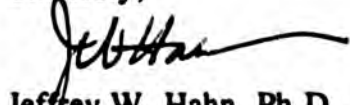
14 March 2001

Dear Senator Stevens,

I am writing to endorse the proposal of the Alaska-Siberia Research Center, directed by Dr. Alexander Dolitsky, and the sculptor, R.T. Wallen, both from Juneau, Alaska. The proposal is to construct a memorial honoring the lend lease program by which the United States delivered supplies and materials to the Soviet army as part of our allied effort to defeat fascism in World war II.

As the director of the Russian Area Studies Concentration at Villanova University, I am particularly aware of how important it is to remember the not only the heroism of the American and Russian soldiers who participated in these dangerous missions, but also how valuable it is to create a living symbol of the willingness of our two peoples to work together today to further global security. During my thirty-year career as a Professor of Political Science studying Russia, I have spent much time there including visits to Vladivostok and to Khabarovsk in the Russian Far East. No matter how difficult relations have been between our countries, Russians from all walks of life point to those dark times seeing America as an ally not an enemy. The monument that is being proposed will strengthen that perception.

Sincerely,


Jeffrey W. Hahn, Ph.D., Professor
Political Science Department
Villanova University
Director, RASCON.

cc: Alexander Dolitsky, Director, AKSRC



March 28, 2001

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

Dear Mr. Dolitsky,

On behalf of the Jewish Community of Juneau Alaska I wish to offer our support to the Alaska-Siberia Lend Lease Memorial. R.T "Skip" Wallens sculpture embodies the spirit of the cooperation that existed between the United States and Russia during this period of time.

Your memorial is a fitting tribute to the bravery of veterans and individual citizens who worked so hard to bring an end to World War Two. It will serve to remind us of the power of cooperation and the need for continuing communication within our global community.

Sincerely,

Chava Lee
Chair - Board of Directors
Juneau Jewish Community
Juneau Alaska

V
F
W

VETERANS OF FOREIGN WARS OF THE UNITED STATES

**Gerald J. Dorsher
P.O. Box 240003
Douglas, Alaska 99824**

**Alexander Dolitsky
Alaska-Siberia Research Center
P.O. Box 34871
Juneau, Ak. 99803**

Dear Mr. Dolitsky:

As a Past Commander 1995-96 of the Department of Alaska Veterans of Foreign Wars I am aware of the important part Alaska had in the Lend Lease Program.

I support the project of the monument to commemorate the Alaska-Siberia Lend Lease Program.

On March 23, 2001 your presentation to the Veterans of Foreign Wars Taku Post 5559, Juneau, Alaska was greatly accepted and captivating.

I am sure without the Lend Lease period of World War II history that the war would have been longer and many more lives would have been lost.

As I am a Senior Citizen now I can think back and remember the Lend Lease program. I agree that all peoples should be aware of it's importance in the outcome of World War II.



**Respectfully yours:
P.D.C. Gerald J. Dorsher**

**cc: Senator Ted Stevens
Senator Frank Murkowski**



Alaska Geographic Alliance

(907) 343-2467

inorth@gci.net

www.ak-geo-alliance.org

March 22, 2001

Mr. Alexander Dolitsky
President/Chairman
Alaska-Siberia Research Center
P.O. Box 34871
Juneau, Alaska 99803

Dear Alexander Dolitsky:

The Alaska Geographic Alliance enthusiastically endorses your efforts at the Alaska-Siberia Research Center to erect a monument in the heart of Alaska commemorating the Lend-Lease program between the United States and the Soviet Union during World War II. As you know, the Alaska Geographic Alliance is a network of educators and others who are working to improve geography education in Alaska. The Alliance is part of a nationwide Geography Education Program sponsored by the National Geographic Society.

We see the Lend-Lease monument as a solid reminder of some of the historical and geographic connections between the peoples of United States and Russia. It will be an "object" lesson for Alaskans and visitors alike and a testimony to positive relations between our two countries.

In addition to honoring our military veterans and educating future generations about Russo-American cooperation, the sculpture will be an important tangible reminder of the unique geographic location of our great state. Alaska's location on planet Earth has been of strategic importance since the land was purchased from Russia one hundred thirty-four years ago. From here, Russia isn't a half-world away; it's a stone's throw.

The AGA is happy to voice support for the project. We wish you great success in seeing it through to completion.

Best regards,

Marjorie Menzi
Roger Pearson
Co-Coordinator

ÉCOLE PRATIQUE DES HAUTES ÉTUDES
SECTION DES SCIENCES RELIGIEUSES
SORBONNE

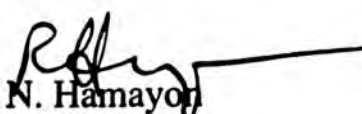
45-47, rue des Écoles - 75005 Paris
Tél. : 01 40 46 31 37 - Télécopie : 01 40 46 31 48
Présidence - Tél. : 01 40 46 31 34 - Télécopie : 01 40 46 31 41

To whom it may concern

As a specialist of Siberian cultures, I had the opportunity to visit Alaska in 1998, in the framework of exchange and cooperation relationships impulsed by the Alaska-Siberia Research Center.

I am writing to support the proposal jointly made by the AKSRC and the sculptor R.T. Wallen to erect a sculpture in memory of the Alaska-Siberia Lend Lease Program during World War II.

In addition to expressing respect and gratitude to those who took part in the Lend-Lease Program, I am convinced that such a memorial will contribute to positively develop Russian-American relations.


Roberte N. Hamayon
Docteur ès-lettres
Directeur d'études

Paris, April 15th, 2004

HJR 27 – Alaska –Siberia lend-lease program

List of Witnesses

Via Teleconference

Mr. Robert Price – member Board of Directors Alaska-Siberia Research Center	1-907-349-3281
Meriam Lancaster- member Board of Directors Alaska-Siberia Research Center	1-206-615-2576
Mr. John Binkley – Director, Alaska-Siberia Research Center	1-907-479-6006

In person

Leona Oberts, MLV Committee Aide, Representative Mike Chenault	465-2811
Alexander Dolitsky – President, Alaska-Siberia Research Center	789-3854 or 465-8732
Representative Richard Foster, Alaska State Legislature, MLV Finance chair	465-3789
Gerald Dorsher, VFW Legislative Officer, Juneau, Alaska	
R. T. Wallen, Sculptor	586-6517



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

/psb



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.

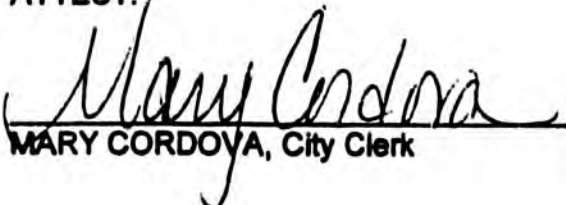
NOW, THEREFORE, BE IT RESOLVED, by the Common Council of Nome, Alaska, that the City of Nome is in support of the Alaska-Siberia Research Center project of erecting a monument in Fairbanks, Alaska.

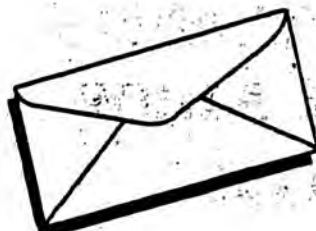
APPROVED and SIGNED this 26th day of February, 2001



LEO B. RASMUSSEN, Mayor
STAN ANDERSEN, PRESIDING COUNCIL MAN

ATTEST:


MARY CORDOVA, City Clerk



LETTERS TO THE EDITOR

1 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 Ju-

neau. 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

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MARILYN F. ROMANO
Publisher

GELLY 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.aksrsrc.homestead.com.

— John 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 Nome, 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 alone. 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.aksr.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'em 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-Siberia 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.

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

In person

Representative Richard Foster, Alaska State Legislature, MVA Finance chair

R. T. Wallen, Sculptor 586-6517

STATE OF ALASKA

**REPRESENTATIVE
MIKE CHENAULT**

Interim:
45 Main St. Loop, Second Floor
Kenai, Alaska 99611
(907) 283-7223
Fax: (907) 283-3075



HOUSE OF REPRESENTATIVES

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Toll Free: (800) 469-3779
Fax: (907) 465-2833

MEMORANDUM

To: Senator Drue Pearce
Senate Rules Committee

From: Representative Mike Chenault

Date: May 1, 2001

Subject: Request for calendaring – 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.”

Please calendar HJR 27 for the Senate Floor at your earliest convenience.

This resolution expresses the Twenty-second Alaska State Legislature’s support for the erection of monuments in commemoration of the World War II lend-lease program in Alaska, Russia, and Canada. 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.

Under the lend-lease program, nearly 8,000 aircraft hauling tons of materials and supplies were flown nearly 9,000 miles from Great Falls, Montana, across Canada and Alaska to the Union of Soviet Socialist Republics. Many Alaskans worked together with Soviet citizens from 1942 to 1945 during the lend-lease program.

Please contact Leona Oberts, MLV Committee aide, at 2811 if you need any additional information.