

ALASKA LEGISLATURE SPECIAL COMMITTEE/SUBJECT FILE 8672
2185 SCOMM 84: SENATE SPECIAL COMM. INTL. TRADE & TOURISM, 1991-92

203

Walter J. Hickel
Governor,
State of Alaska

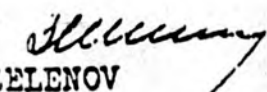
February 8, 1991

Dear Mr. Hickel,

Let me express my deep appreciation for your kind letter on the opening of the Soviet consulate in Alaska.

I share your opinion that both countries should work together and do everything to promote further development of all-round ties between inhabitants of Alaska and the Soviet Far East. We highly regard your personal efforts and participation in bilateral projects between the two regions.

It is very kind of you to invite me to Alaska . Unfortunately, at this time my schedule is rather tight which prevents me from planning such a trip. However, I will return to you as soon as I am a bit less busy here in my Department.

Sincerely, 
Victor M. ZELENOV

Head, Consular Affairs
Department,
Ministry of Foreign
Affairs, Moscow, USSR

STEVE COWPER
GOVERNOR



STATE OF ALASKA
OFFICE OF THE GOVERNOR
JUNEAU

February 26, 1990

The President
The White House
Washington, D.C. 20500

Mr. President:

The purpose of this letter is to let you know that we all support the opening of an American Consulate office in Khabarovsk, USSR and a Soviet Consulate office in Anchorage, Alaska.

These offices would provide valuable services to support our efforts to promote business, cultural and social exchanges and transactions between Alaska and her neighbors to the West.

The number of people travelling between Alaska and the Soviet Far East has increased substantially and rapidly. Your favorable consideration of this request will help with visa approvals and other matters important to travellers.

Sincerely,

Ted Stevens
United States Senate

Steve Cowper
Governor, State of Alaska

Frank Murkowski
United States Senate

Don Young
U.S. House of Representatives

cc: Secretary James Baker, Department of State

NEWS RELEASE

STATE OF ALASKA

OFFICE OF THE GOVERNOR
P.O. BOX A
JUNEAU, ALASKA 99811

STEVE COWPER,
GOVERNOR



FOR INFORMATION CONTACT:

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PRESS SECRETARY

TERRENCE O'MALLEY
DEPUTY PRESS SECRETARY

(907) 465-3500

FOR IMMEDIATE RELEASE

March 1, 1990

No. 90-38

COWPER CONGRESSIONAL DELEGATION REQUEST CONSULATES

JUNEAU--Gov. Steve Cowper and Alaska's congressional delegation have asked President Bush to support the opening of an American consulate in Khabarovsk, USSR, and a Soviet consulate in Anchorage.

"These offices would provide valuable services to support our efforts to promote business, cultural and social exchanges and transactions between Alaska and her neighbors to the west," Cowper, Sens. Ted Stevens and Frank Murkowski and Rep. Don Young wrote in a letter to Bush this week.

"The number of people traveling between Alaska and the Soviet Far East has increased substantially and rapidly. Your favorable consideration of this request will help with visa approvals and other matters important to travelers," they said.

The U.S. currently has an embassy in Moscow and a consulate in Leningrad, but offers no formal diplomatic services in the Soviet Far East. The Soviet consulate closest to Alaska is located in San Francisco.

The Alaska officials requested that the additional U.S. consulate office be located in Khabarovsk because the city serves as the economic center of the Soviet Far East and is the aviation hub of the region. In addition, Alaska Airlines is seeking rights to fly between Alaska and Khabarovsk.

"Imagine if Alaskans had to apply to Washington D.C. for a visa to travel to Canada. That's about the situation we're in with the Soviets right now," Cowper said. "These new consulate offices would streamline the visa process and enhance our ability to cultivate economic, social and cultural trade with the Soviets. The two regions - Alaska and the Soviet Far East - would mutually benefit from these consulates."

-MORE-

"The absence of a U.S. consulate office in the Soviet Far East complicates our efforts to increase Alaska - Soviet trade," Stevens said. "Soviets who wish to travel to Alaska have to obtain visas from the American embassy thousands of miles away. We must improve our services if Alaskans are to develop closer business, cultural and educational ties with the Soviets," Stevens added.

"We are making good progress in efforts to create direct air routes between Alaska and the Soviet Far East," Murkowski said. "These routes will be hard to support if the process of getting a visa for an Alaskan or a Soviet continues to involve three or four weeks of waiting."

Creating new diplomatic posts overseas - particularly in the Soviet Union - can involve a lot of bureaucratic hurdles and red tape," Murkowski said. "This fact makes it all the more important that Alaskans present a strong, united front on this request."

In a related matter, Cowper met with Soviet Ambassador to the U.S. Yuri Dubinin in Washington Wednesday and was told the ambassador plans to return to Alaska in September. Dubinin said he will speak at the Northern Regions Conference scheduled for Anchorage Sept. 14-21. The conference will focus on problems common to the North and officials of 11 northern nations are expected to attend.

Dubinin, who hosted a lunch for Cowper in the Soviet Embassy, also expressed support for continuing trade and goodwill relations between Alaska and the Soviet Union.

THE ALASKA ECONOMIC REPORT

Agencies developing internal policies:

February 8, 1991
No. 3/91

Wetlands regulation: New mitigation plan

It's out of the headlines, but the federal wetlands regulation issue is still there, ticking like a time bomb. Here's the latest: The White House Domestic Policy Council is still wrestling with what to do about it. Formally, the council has suspended action due to the war, while staff work goes on. But insiders in Washington say policy people on the council, realizing the sensitivities that national application of a wetlands "no net loss" policy would stir, quietly wish the issue would just go away. But federal agencies, mainly Environmental Protection Agency and U.S. Fish and Wildlife Service, are still pressing hard.

These agencies say they're already incorporating the ideals of "No net loss" in the controversial Memorandum of Understanding signed last year between EPA and the Corps of Engineers that officially sanctions mitigation for wetlands loss. This winds up in stipulations on Corps Section 404 construction permits. But there's a glimpse of hope even within the agencies: High-level EPA officials now think a wetlands "ranking" system (high value, low

value, etc.) is needed, but mid-level agency staff are resisting the idea, arguing it is too "subjective." Wetlands ranking is also central to a new bill coming into the House, co-sponsored by Alaska's Rep. Young and hopefully 50 other congressmen. Such a procedure is important to Alaskan interests because most Alaskan wetlands — like millions of acres of tundra underlain by permafrost — would come in the "low value" category. Alaskans hope these could even be exempt from mitigation. Something to watch, however: Within the context of the MOA agreed to last year, federal agencies are working (*Continued Pg. 2*)

In This Issue:

- *** UNDERGROUND TANKS: New state program won't solve EPA problem Pg. 2
- *** NATURAL GAS PIPELINE: Yukon Pacific makes a progress report Pg. 3
- *** SLOPE: Busy '91 forecast Pg. 6

Despite turmoil, Alaskans press Soviet trade deals

Despite political and economic turmoil in the Soviet Union, Alaska businessman Doug Drum's meat-packing joint venture is successful and expanding fast in the Soviet Far East. Of 57 U.S.-Soviet JVs in the Soviet Far East, most have failed. Drum's is one of the few successes. Drum has over \$1 million invested in two ventures now underway with food-producing co-ops in Magadan and other areas, and by June will have five plants up and running, some operating under separate JVs. These plants make reindeer products for domestic consumption and export. Drum, of Indian Valley Meats near Anchorage, briefed the state legislature's House International Trade Committee on his progress last week.

Drum and his Soviet partners generate hard cur-

rency by selling reindeer byproducts like horn, hides and high-value meat parts in Hong Kong, Korea, and Europe, and so far these have generated some \$18 million to \$20 million in export earnings. One new development is a partnership with Southwest Hides, a major U.S. firm, in helping Soviets upgrade leather processing and manufacturing ability, to make secondary products for export.

But the Soviets' main interest is in producing food products for local consumption. Drum's experience from his successful Alaska specialty meat packaging operation is proving invaluable. He and his partners were able to get modern meat plants up and running in seven months, a process that would have taken the Soviets about five years. (*Continued Pg. 2*)

General Business

Will state LUST fund satisfy EPA?

State officials now say the new Leaking Underground Storage Tank assistance fund is not likely to qualify as a substitute for \$1 million insurance requirements by the federal EPA in effect later this year. Because the LUST fund is based on general fund appropriations — not a dedicated fund, as other states have done — EPA will likely still require some form of insurance for owners of underground tanks, rather than allowing the state program to stand in lieu of insurance. Regulations on the program, including the critical definition of "how clean is clean" are due out soon.

Wetlands mitigation planned (Cont.)

(Cont. from Pg. 1) on a mitigation "banking" concept, the idea being to formalize the concept of off-site mitigation. Alaskans have problems with this because if off-site compensation is needed, there will be added costs to community expansions, and marginal resource projects may get pushed over the edge. Also in the bill to be co-sponsored by Young is language to allow wetlands now preserved in national conservation land units to be considered as part of a preservation bank, offsetting any wetland acreage used in community or resource development.

The wetlands issue is critical in Alaska because most communities are surrounded by lands classified as wetland under new federal regulation; also, virtually no resource-related activity, like mining or oil development, can occur without some use of tundra for gravel pads or roads. An Alaska coalition of municipalities, resource developers and Native corporations has been quietly working the issue, with some success, to raise the level of national awareness. Alaskans hope this doesn't "backfire": Alaska has unique wetlands problems, but in a "national" solution, Alaskan concerns could get traded away in negotiations between more powerful constituencies.

Meanwhile, there's still hope the EPA-Corps memorandum can be overturned. Recently, the courts turned down petitions by resource companies, Native corporation and local governments to rule the MOA invalid, because as yet there was no actual situation where harm had been demonstrated. Plaintiffs still feel the issue is valid, once a good test case develops, because the agencies had "made policy" in the MOA without going through the normal procedure of regulation adoption and public hearings.

BP: \$2.5 billion in next three years

BP head John Browne told Alaska business leaders his company sees 25 billion barrels of recoverable oil left in northern Alaska. BP will spend \$2.5 billion here in the next three years, Browne said.

Alaska-Soviet trade deals (Cont.)

(Cont. from Pg. 1) Because Drum was one the first American joint ventures to get rolling in the Soviet Far East, terms of his contracts are more liberal than deals signed later. Also, the value of his investments in the Soviet meat plants, on paper at least, has tripled since devaluation of the ruble in its relation to the dollar, although the ruble itself remains unconvertible. One indicator of Soviet confidence in Drum's venture is a major Moscow bank's investment of up to half a million in hard currency reserves in all of Drum's new JVs with cooperatives in the Far East.

Drum sees the market for U.S. food-handling expertise as wide open: Soviet packaging and distribution technology is so primitive that almost half of the meat product in the Soviet Far East, for example, is lost through spoilage before it can be preserved. While severe meat shortages plague major cities like Moscow, there are up to 40,000 hogs surplus in the Kamchatka Peninsula, the meat from which local officials have no way of preserving or getting to western parts of the U.S.S.R. Drum's success is unusual, but he's not alone. Alaskan business leaders see the U.S.S.R.'s economic and political turmoil as affecting mainly European Russia, with the Far East "fortunately, far from Moscow," one businessman said.

Several other Soviet-Alaska deals are moving ahead: Alaska Airlines will begin scheduled passenger service in late spring; Fairbanks businessman Earl Romans has a joint-venture battery-manufacturing plant up and running in Magadan. The output is mainly for local markets. Bureaucratic snafus have temporarily stalled a test shipment for export, but Romans is now in the U.S.S.R. working to straighten this out. Romans operates Alaska Battery, specializing in making battery units, in Fairbanks. Other Alaska ventures are in the works. North Pacific Mining, subsidiary of Cook Inlet Region, Inc. is looking at minerals exploration in the SFE. Alaskan oil service firms are hoping to do work for a new Atlantic Richfield subsidiary formed to explore for oil in Magadan. Other firms. — Alascom, Bering Straits Native Corp., Northern Air Cargo — have ventures formed some time ago.

For Wealthy Alaska, Soviet Far East, A Cautious Courtship Across Cold Sea

Exchanges Continue as Bureaucratic Obstacles Temper Optimism

By Jay Mathews
Washington Post Staff Writer

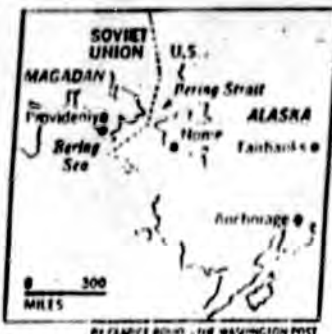
ANCHORAGE—Rich and restless, at odds with nagging, distracted parents, the state of Alaska and the Soviet Far East act like two teenage teenagers in an Arctic flirtation. After two years of exchanging glances, they remain interested in each other but unsure whether they are capable of a lasting commitment.

Despite political and economic turmoil in Moscow and war fever in Washington, these two territories separated by just a few miles of frigid ocean have surprised their distant political masters by moving with the inbred confidence of people surrounded by vast mineral, forest and ice resources.

"The people of the Soviet Far East are very progressive, by and large," said Douglas Versteeg, vice president of Alaska Airlines, whose company is about to launch the first regular trans-pacific routes to the Soviet Union in June.

"They have timber reserves, fishing, gold, gems, oil and gas," said David Cannon, an American trader enthusiastic about his dealings with several popular and innovative Soviet Far East politicians.

American visitors to the Magadan region across the Bering Strait and the Khabarovsk region farther south see their Soviet hosts come well while food shelves in



BY CLAUDE ROSS FOR THE WASHINGTON POST

Moscow far to the west are empty. The Soviet territory has no major ethnic strife and, as part of the Russian Republic, does have many local leaders with close ties to reformist Russian President Boris Yeltsin.

Soviet visitors to Nome and Anchorage in turn find American business executives enjoying a still-healthy economy aided by recent oil price increases. Many Alaskans appear willing to take risks with erratic Soviet regulations and a Soviet currency useless beyond Soviet borders.

Consider, for instance, the case of Earl Romans, owner of Alaskan Battery Enterprises Inc. in Fairbanks. He began producing vehicle batteries with a Soviet partner in Magadan, whereupon the KGB grabbed his first shipment overseas as contraband.

Romans is back in Magadan this week asking the Soviet intelligence agency to alter its designation of

the batteries as war materiel. "He's going to keep with it," said Steve Best, Romans's operations manager in Fairbanks, "and he figures when you get the first shipment through, then things will be okay."

Interest in economic, social and scientific exchanges across the Bering Strait blossomed in late 1987 with an exchange of messages between Juneau and the city of Khabarovsk more than 3,300 miles away. The idea of reviving some of the 19th century closeness when this was Russian territory led to a flurry of visits and a media extravaganza, the *Norie to Provideniya Friendship Flight* of June 1988.

Like all American love feasts with socialist countries, the Alaska-Soviet Far East relationship since has bogged down in bureaucratic wrangling, misunderstood rules, language gaps and resistance from distant national capitals with different priorities.

The Soviet Far East has new governors who share Yeltsin's reformist views but must deal with less imaginative bureaucrats in Moscow and foot-dragging officials on their own staffs. "It is not as optimistic as it once was," said Glenda Clark, special staff assistant with the Alaska government's Office of International Trade (OIT).

The OIT's most recent assessment said "Alaskans will need to keep their expectations of Soviet Alaskan ventures low for the short term. If the Soviets would

have to do something about their unstable, nonconvertible currency, the ruble, which "makes many investors gun shy" although "many Alaskans have thought up clever ways of bartering for their investment payment."

Among the most creative has been Doug Drum of Indian Valley Meats, whose complex three-corner trade was reported in the newsletter of the University of Alaska's Alaska Center for International Business.

Drum's Soviet-based reindeer sausage factory has branched into poultry, pasta and ice cream. He has found a way to earn hard currency by selling reindeer horns, a residue of the sausage plant, to South Korea where they are ground

into powder and savored for their alleged aphrodisiac effect on men.

The lack of hard currency leads to a habitual grasping by Soviets in negotiations. Aeroflot, the state airline, "tries to get all the hard dollars out of you they can," said Ron Sheardown, an Anchorage gold-mining entrepreneur involved in several Soviet negotiations.

Initial exchanges, he said, were on a "you pay, we pay" basis, with hosts paying foreign visitors' expenses. Now the Soviets ask for what Sheardown called a "you pay, you pay" arrangement.

The most active Alaskan traders seem willing to persevere. Cannon said he had to cancel a trade-delegation trip in December when "a directive came from Moscow that

doubled the effective cost of the charter flight." But he plans to leave with another delegation Friday for Sakhalin Island, where the local reformist governor, Valentin Fyodorov, waits to do more business with his new American friends.

Sakhalin has potential offshore oil reserves, the makings of a tourist market and a governor who exemplifies the Soviet Far East's streak of independence and impatience with old rules, even if obstacles remain.

At a welcoming meeting, Fyodorov pointed to an unsmiling line of men nearby and told his guests: "I want you to look to your right over here. These are the people you have to fight. They are my deputies. They cause all the problems."



BY DON FORUM FOR THE WASHINGTON POST

Doug Drum's Soviet-based sausage factory sells a residue—the reindeer horns—to South Korea to earn hard currency.

Anchorage Times 3/3/91

Soviet turmoil tests Alaska enthusiasm for business ties

By JULIA RUBIN
Associated Press Writer

ANCHORAGE—Not long ago, it seemed all an Alaskan needed to start a business venture across the Soviet border was a warm handshake.

Now, many realize, a cool nerve may be more important.

"Only certain people have the stomach to persevere," said Jim Rowe, president of Nome-based Bering Air, which has operated charter flights between Nome and the Soviet city of Provideniya for nearly two years. He hasn't turned a profit yet, and doesn't expect to for awhile.

As the Soviet Union's political and economic troubles grow, there's a weeding out process taking place among the numerous business exchanges that have sprouted between Alaska and the Soviet Far East in the past two years.

Those with enough patience and dedication are hanging in there. Others are stepping back in frustration.

Many Alaskans say the Soviet Far East is far enough from Moscow and the Baltics that it is relatively unaffected by the unrest and turmoil there. The big ventures continue.

Alaska Airlines, for example, remains committed to launching commercial service to the Soviet Far East in June.



Earl Romans, president of Alaskan Battery in Fairbanks, is undaunted in his efforts to make batteries with a Magadan outfit and sell them internationally.

The first shipment of his Soviet-made batteries, manufactured by agreement with the Soviets at a government facility, recently was seized as contraband by authorities before it could leave port. But Romans, who has written Soviet President Mikhail S. Gorbachev personally to get the issue resolved, said such things are simply part of the ups and downs of doing business in the Soviet Union.

"You have to be very patient," Romans said. "When you make new rules, nobody understands them. It takes time for people to figure it out."

Nome merchants aren't giving up either. Many have been accepting rubles from Soviet visitors in hopes the currency

will become convertible on the world market. It hasn't, and they've been stuck selling the worthless bills to American tourists as novelties.

They have no plans to give up the money exchange or any of the many programs Nome residents are taking up with the Soviets, however.

Still, other businesspeople are nervous about what they see happening in the Soviet Union, including the government's authorization to the KGB to examine private businesses' books and look for speculators.

Vic Fischer, who has coordinated numerous scientific and cultural exchanges as director of Soviet relations at the University of Alaska, said such moves threaten to chill enthusiasm in both countries.

"People who are involved in business activities are sort of holding their breath," he said. "The mood is very different compared with two years ago."

"Then it was general enthusiasm and optimism about perestroika, about what was coming down the line, about Gorbachev. And gradually over the last two years, it just has been continually a decline—in faith in the system and the government, in reform and perestroika and Gorbachev himself."

Harry Gregson, owner of
(See SOVIET, Page B-6)

SOVIET

(Continued from Page B-1)

Easy Travel Service in Anchorage, said his Russian business partners still were eager to build a joint tourism business. But problems in the western Soviet Union convinced him it wouldn't work.

Eight months ago, Gregson visited the Soviet Union to set up contacts and left thinking it was the perfect tourism destination, full of rare sights and friendly people.

But soon things began unraveling. There was little existing tourism infrastructure, he found, and communications were difficult. Most Alaskans who wanted to visit the Soviet Union wanted to see its western cities, where Gregson saw growing street crime, ethnic tension and material shortages.

He said he couldn't make a business based only on travel to the Soviet Far East.

"The Soviet people are wonderful, and I have some real guilt feelings about not trying to do business for them," said Gregson. "But the uncertainties—food problems, crime and the disorganized way they do business. I decided it wasn't worth putting very much effort into promoting it now. A year ago, it would have been completely opposite."

Most of Gregson's bookings to the Soviet Union are by businesses, and that part of his bookings has dropped off by half, he said. Some of the decline might also reflect travelers' concerns about terrorism and making airline connections in Europe, he said.

But Rich Goldstein, a Russian translator in Anchorage who helps American companies communicate with the Soviets, said that part of his business also appears to have dipped.

He said he has seen a cycle of frustration that he believes is part of dealing with the Soviets.

"All the good wishes in the world won't make up for the lack of a telephone system or a working postal system," Goldstein said.

Anchorage Daily News 3/3/91

Aeroflot sets debut

By HAL BERNTON

Daily News reporter

Aeroflot, the Soviet state-owned airline, plans to begin twice-weekly scheduled service through Anchorage with flights beginning May 12, according to Scott Thorson, marketing manager for Northern Air Cargo.

One flight would begin in the Soviet Far East city of Khabarovsk and fly through Magadan to Anchorage. Another flight will continue on to San Francisco.

Thorsen said he received news of the

Please see Page D-2, AEROFLOT

AEROFLOT: Sets regular service

Continued from Page D-1

start-up service in a telex from the Soviet Far East office of Aeroflot.

The magazine Aviation Week & Space Technology reported that the service will be on a seasonal basis during the spring and summer months.

Beginning May 31, Aeroflot also plans to offer twice-weekly service between Moscow, Anchorage and San Francisco, the magazine reported.

Aeroflot officials could not be reached for comment. A federal Transportation Official reached Friday in Washington said he could not confirm the service.

As yet, Aeroflot has not filed with the agency for permission to serve the routes, a step required as part of 1990 aviation agreement.

Aeroflot currently operates frequent charter flights into Anchorage.

When it begins scheduled service this summer, it will compete for passengers with Alaska Airlines, which beginning in June will offer three-times weekly service from Anchorage to Magadan and Khabarovsk.

Thorson said Northern Air Cargo will begin on Aug. 1 a weekly all-cargo service to Magadan and Khabarovsk. If traffic loads are high enough, the service will continue year-round.

For Northern Air, the service is a bit of a gamble, and at least in the early months it will not be able to garner any mail traffic to help fill up the airplanes. That's because the U.S. Postal Service still routes all of its Anchorage-Magadan mail on a lengthy trans-Atlantic route through Moscow.

SCOMM

84:7

DATE: 3/11/91

FURTHER: State Affairs

DATE TURNED INTO OFFICE: _____

Senate Special Committee on
International Trade & Tourism considered HJR 23

Encouraging Gambell, Alaska, and Nuvoye Chaplino, U.S.S.R., to be sister cities.

and recommended:

- | | |
|---|---|
| ☐ replace with _____ CS _____ | ☐ same title |
| ☐ or adopt _____ CS _____ | ☐ new title |
| | ☐ technical title change (HB only) |
| ☐ attached amendment(s) | |
| ☐ _____ letter of intent adopted | |

☐ do pass☐ do not pass☐ no recommendation☒ individual recommendations☐ further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Dept/Date:

☐ fiscal note(s) _____
_____☐ zero fiscal note(s) _____
_____☐ appropriation-no fiscal note

APPROVES PREVIOUS:

Dept/Date:

☐ fiscal note(s) _____
_____☒ zero fiscal note(s) 2/25/91
Dept of Commerce + Econ Dev -
International Trade☐ Governor's bill w/fiscal note

SIGNING DO PASS:

Curtis Stangeland
Paul J. Frank

OTHER RECOMMENDATIONS:

Paul Frank (Do Pass)
 Chair: Signature and Recommendation

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

No. 1

Bill Version: HJR 23

(H) Publish Date: 2/27/91

Revision Date: _____ Department Affected: Commerce & Economic Dev.Title: Encouraging Gambell, AK and BRU: International Trade

Novoye Chaplino, USSR to be sister cities Component: _____

Sponsor: FosterRequestor: House Special Committee on COMPONENT SERIAL NO.

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International Trade & Tourism

Expenditures/Revenues: (Thousands of Dollars)

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

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

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

POSITIONS:

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

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary.)

Prepared By: Ginna Brelsford, Trade Specialist Phone: 561-2060Division: International Trade Date: 2/25/91Approved by Commissioner: Glenn A. Olds *[Signature]* Spec. Asst. TTAgency: Department of Commerce & Economic Development Date: 2/25/91

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

Alaska State Legislature

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



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

Senate Special Committee on International Trade and Tourism

MEMORANDUM

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

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

DATE: March 28, 1991

RE: Committee Schedule for the Week of April 1, 1991

Wednesday, April 3, 1991 4:00 - 4:30 pm in the Butrovich Room

HCR 23 Encouraging Gambell, Alaska, and Nuvoye Chaplino,
U.S.S.R., to be sister cities.



Alaska State Legislature

HOUSE OF REPRESENTATIVES

Official Business

P.O. Box V
State Capitol
Juneau, Alaska 99811

24 March 1991

RECEIVED MAR 25 1991

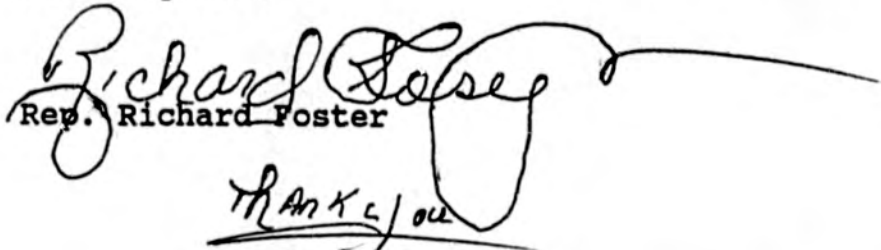
Senator Paul Fischer
Chair, Senate Committee International Trade
Room 423 MS3100
Juneau, AK. 99811

RE: HJR 23 Relating to Gambell Sister City
Endorsement.

Greetings Senator Fischer:

Please consider this request to calendar HJR 23
(Encouraging Gambell, Alaska and Nuovye Chaplino, USSR,
to be sister cities).

Please have staff contact Mr. John Walsh in my office
for additional detail or assistance. Thank you and my
best regards.


Rep. Richard Foster

Thank you

MAR 18

Sister Cities International
Alaska Management Team
P.O. Box 33646
Juneau, Alaska 99803

March 13, 1991

The Honorable Richard Foster
Alaska State Capitol
P.O. Box V
Juneau, Alaska 99811

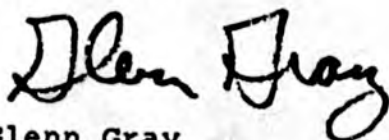
Dear Representative Foster:

Thank you for introducing House Joint Resolution 23 supporting a sister city relationship between Gambell, Alaska and Nuvoye Chaplino, USSR. This tie will provide a logical addition to existing sister city affiliations between Alaska and the Soviet Far East.

The national sister city organizations in the United States and the Soviet Union work together to assist communities wishing to become affiliated. Megan Donnelly, of Sister Cities International, communicates often with Alexander Gorev, Secretary of the Association of Sister Cities of the USSR. Leaders of both these organizations support an increase in the number of US-USSR affiliations.

Gambell and Nuvoye Chaplino may wish to work with their respective sister city organizations. I have enclosed a brochure about Sister City International and some of the required procedures that will assure official recognition of the affiliation. Please contact me if you desire additional information about Sister Cities International or the sister city programs in other Alaska municipalities. I may be reached by calling 789-7822 or by writing to the above address.

Sincerely,



Glenn Gray
Alaska Coordinator
Sister Cities International

cc: Megan Donnelly, Sister Cities International

SISTER CITIES INTERNATIONAL

HOW TO

Reach Out to a Sister City

By Gary Gunderson

In his landmark book, *Small Is Beautiful*, E.F. Schumacher described global hunger as a problem of two million villages with distinct opportunities, liabilities, skills, resources and hopes. Our response to world hunger must also make sense at the village level or not at all.

Through Sister Cities International, more than 750 communities in the United States and Europe are building direct, people-to-people links with villages throughout the poorer nations of the world. About 25 of these cooperatively attack problems of water, sanitation, health, education and nutrition.

Baltimore, Maryland, and, Gbarnga, Liberia, have been linked for over a decade. The relationship began with a recognition of historic slave ties and with donations of clothing and supplies. Over the years many people traveled back and forth, and the Baltimore committee came to understand the vital contribution the Liberians could make to the educational system in Baltimore. The Liberians helped design a new curriculum that introduced African culture and history and brought an important subject alive in a new way.

Sister city relationships have also been formed through the Partners of the Americas program or as independent community initiatives. The committees from both communities draw upon and supplement the work of churches, civic groups, international organizations, schools and professional associations.

Drawings by Jim Lawler



The following steps can help you form a sister city relationship in your community.

1 Get the Emphasis Right

People, not money or resources, link communities. The structure channels energy, mutual assistance and even economic benefits through the power of human relationship. This makes the project unpredictable. What begins as a response to world hunger may result in building a school or seeing your own community's hunger.

2 Look Around

Most U.S. communities are already linked in some way to a village or city in the third world. Over 700 U.S. communities have formal sister city relationships with other communities around the world. A Rotary Club, YMCA, church, university or any organization with international affiliates can provide the burning embers of a relationship

that can be fanned into flame. Find those already working internationally and talk with them. Ask the mayor's office, newspaper editor, association of churches, civic clubs, schools and universities. Also talk with international students, former missionaries and overseas businessmen. Keep notes of your conversations, including succinct quotes. You will be surprised at how many people are already interested in the idea of long-term relationships with other communities.

3 Call a Meeting of Interested People

The purpose of the first meeting is to discuss formation of an enduring relationship with a third world community. You may meet in your home, the home of a prominent community leader, a church, a bank, the library, the city hall or a newspaper office. Set the meeting at least a month in advance, and let local news media know about it.

Write a short, informative letter, sharing information from your preliminary conversations and pointing out the most interesting overseas links with specific communities. Mail the letter with a notice about the meeting. You don't need a logo, letterhead and board of directors at this point. People will likely be surprised by and interested in the size and variety of international interests you've unearthed.

4 Decide on an Organizational Structure

The sister city relationship is a bit like a marriage. It starts with a little romance and excitement, but needs a responsible legal and financial structure to sustain itself. Most folks don't bring an attorney on their first date. You may not expect to create a formal sister city program, but a structure that has been developed over three decades deserves a close look early in your planning process. Sister Cities International (SCI) exists to help communities like yours link up with communities abroad. Most official sister city committees are legally incorporated, and SCI strongly suggests incorporation for tax exempt status. The point of linking communities is long-term relationship, not a one-shot project. Settling legal issues early allows for long-range planning and stability, and also clearly communicates the style of the relationship.

Instead of setting up your own structure, you can work with an existing committee. Hundreds of communities have existing sister city committees. Meet with the committee to see if they are open to forming another relationship with a new sister city. Sister Cities International will help if you ask. Never duplicate an existing organization unless it is fatally flawed.

5 Choose a Partner

Pick a city. Seriously consider several possible communities that pre-



Beware of questioning the relationship to death before it has had a chance to blossom.

sent different opportunities. The group must decide which will make the best match and how the relationship can be mutually beneficial. The other city probably has much to gain from the health and development projects you'll undertake, but how will your community be enriched? Many possibilities will exist if you consider carefully. Local schools can find material for new curricula. Universities could benefit from faculty and student exchanges as well as new programs. The Chamber of Commerce can create international links. Churches may use this effort to undergird their overseas missions emphasis, and Rotary Clubs can exchange members. Even travel agencies may be intrigued. A relationship without mutual benefits is likely to degenerate into a short-lived paternalistic spasm.

The city should be close enough for regular contact. If the host government is friendly, its embassy in the United States can give help and advice. Decide how to deal with the language barrier. Choose a city whose priorities match your community's and whose local leader-

ship is trustworthy. (Don't be embarrassed to ask—they need to know that about you too.) The U.S. embassy can be a big help if the political context permits. If you want to establish a relationship with a country our government does not consider an ally, ask for and expect to receive the cooperation of our embassy there anyway. Embassy staff are generally career professionals and public servants who want to be helpful to you and to the country in which they are stationed.

Beware of questioning the relationship to death before it has had a chance to blossom. At some point make a choice and stick with it.

6 Go and See

A small group of sensitive people representing a cross-section from your community must make the first visit. Ask the Mayor to go or to endorse the visit by an official letter. Contact all appropriate officials, especially those in any institution you hope to involve. Don't just wander in as tourists! This may be the first step of a significant, long-term relationship and should be treated seriously. Get good, current advice on the situation in the country and how to act. Ask people who've traveled there recently on business, on a student exchange or with the Peace Corps. (The organization of Returned Peace Corps Volunteers keeps a directory.) A political science teacher who specializes in that area of the world may be helpful.

7 Spread the Word

Let the local media know when your group goes overseas and invite them to schedule interviews when they return. Chances are, you'll have an engagement to announce. Visitors should be good communicators. They will quickly find their evenings busy with slide shows and speaking engagements. These can simply be first-hand stories with names and vivid experi-

ences rather than highly professionally productions.

8 Joint Projects.

Don't assume you know what your partner community's needs are just because your community seems less needy. Sometimes the American city is surprised to find itself on the learning end of the friendship. Reston, Virginia, and Nyere, Kenya, came together with a special interest in improving the situation of handicapped people. The Kenyan strategy, which emphasized training the handicapped for economic self-sufficiency, turned out to be highly useful in Virginia.

The best projects will draw on the human resources of both communities. Health care, education, training, sanitation, city planning, water development and construction all offer a chance for personal involvement between the communities. Don't begin any project in either city unless it is initiated by the host committee and is a clear priority for both communities. Be prepared for some frustration: "Obviously, they need a dam more than an elementary school!" On the other side: "Why can't these pampered Americans see that we know our needs more than they can ever understand? Give us the funds and get out of the way!"

9 How to Pay for It

Some aspects of friendship are priceless. Others come with invoices. Three types of expenses quickly emerge: travel, mailing or

organization and special joint projects. Each appeals to different interests and offers different possibilities for funding.

The easiest to fund by far are joint projects like a well, a school or a scholarship. The second easiest are the modest ongoing expenses. Most can be absorbed by participating organizations, in-kind gifts or membership dues. Occasional larger gifts may show up to strengthen the catalytic role of the local committee once the relationship is established and producing visible results.

The trickiest cost is often travel, especially in the early stages. Individuals unavoidably carry most of this burden. But travel doesn't have to be restricted to the rich. For key people without means, ask for help from churches, businesses, travel agents and civic organizations. A letter of support and explanation from the local committee will help. Think of the fundraising as a chance to broaden involvement in the project. A church or civic club which financially supports the journey of one of its members has an increased interest in the outcome. If the sister city relationship is formalized, travel agreed upon by both communities may be underwritten by Sister Cities International. Other international organizations such as Partners of the Americas and Rotary International also have travel scholarships.

Explore ways to help your counterpart committee travel to your city. Ask the U.S. embassy for information on travel to your city. In most cases, they will help.

scholarships for key academics and local leaders to come to this country. Also, let the sister city's embassy in this country know of your interest in hosting visitors and arranging speaking events. You may be surprised by their cooperation. Make use of visitors traveling in the United States on other business.

10 Broaden Ownership

Never speak without giving members of the audience ways to participate. Get the names and addresses of everyone who wants to be kept informed. Ask for funds or donated material if appropriate. Maybe you'll need homes for visitors or people who speak Spanish or Chinese and who can translate letters. Keep looking for creative, practical ways to involve more people and organizations and broaden the ownership of the project. Unlike a marriage, this relationship gets stronger when more people are involved.

Finally, Stay Flexible

If the relationship is alive, it will be unpredictable. Don't smother it in your preconceived blueprint. Keep your eyes open for the ripple effects of a lively, international partnership. Keep the press informed. You'll notice articles on Africa, for instance, getting into print that weren't there before because the newspaper editor knows your city is linked to one in Africa. Keep your professional people informed. They will be surprised to find that their work has ripple effects abroad. Let them know how their work affects the life of a city, but your sister city. Make sure they understand that the ripple for foreign aid means fewer sick children in your counterpart community, for instance.

As the relationships develop, the suffering of hungry people will stop being anonymous and abstract. You'll know people by name and hear their voices not merely speaking of a desperate present but beckoning you to share a future that is better for the joining.

Garu Gunderson is the former Executive Director of Seeds.



..... people will stop being
anonymous and abstract.

FOR FURTHER INFORMATION, CONTACT:

SISTER CITIES INTERNATIONAL
120 SOUTH PAYNE STREET
ALEXANDRIA, VA 22314
TEL. (703) 836-3535

THE U.S. SISTER CITIES ORGANIZATION



PURPOSE:

Sister Cities International (principal program of the Town Affiliation Association of the U.S., Inc.) is dedicated to the goal of furthering global understanding by encouraging and assisting U.S. communities and their citizens to link with similar communities throughout the world.

An affiliation develops when an American community of whatever size or character officially links with a community in another nation. The goal for the communities involved is to learn more about each other and to develop lasting and meaningful exchanges. The ideal affiliation involves a large number of citizens and organizations in both communities engaging in exchanges of people, ideas and cultures on a long-term, continuing basis.

The national association provides a mechanism for U.S. communities to enter this program by assisting them in the process of linking with a community in another country. It acts as a coordinator and catalyst to encourage various types of sister cities activities and serves as a clearinghouse to gather, analyze and share information, research and knowledge.

HISTORY:

Affiliations between cities in the United States and other countries began shortly after 1945, but no real national focus was realized until 1956 when President Dwight D. Eisenhower initiated the People-to-People Program at the White House. Out of this grew Sister Cities International which has assisted more than 870 U.S. cities and counties, representing over 125 million Americans, establish links with some 1,400 communities in 92 other nations of the world.

MEMBERSHIP:

Sister Cities International is a tax-exempt, non-profit organization incorporated in the District of Columbia in 1967. The association has five categories of membership: Government member, Ambassador Association, Individual member, Service/Institutional member, and Corporate Sustaining member.

Association activities are also supported by private contributions, foundation grants and by funding support from the U.S. Information Agency and the U.S. Agency for International Development.

LEADERSHIP:

A 34 member board of directors governs Sister Cities International with assistance from an international executive board. The board of directors is composed of 24 elected members; six directors appointed by the president, with the approval of the board; one director elected each year by the National Youth Program Assembly to serve as the youth representative and the dean of the Ambassador Association who serves for a one year term on the board. There are 11 officers - a president, a chairman of the board, a chairman of the executive committee, six vice-presidents, a secretary and treasurer. The 24 elected directors are elected at-large by and from the membership of the association at the annual business session — eight directors each year for three-year terms.

A nation-wide system of state coordinators and state level management teams provides services to member cities throughout the United States and coordinates workshops to assist in training programs. State coordinators are appointed by the SCI board of directors.

ACTIVITIES:

In addition to policy, program development and member services, the organization coordinates and facilitates several major activities. They are: technical assistance programs with developing nations; youth and education programs; special conference programs; assistance in formalizing new affiliations; research and information service; the annual Eisenhower International Golf Classic and Eisenhower Scholarship Program; the Reader's Digest annual awards program; the Kanazawa Scholarship Program for entrepreneurial and practical trainee exchange; and leadership development training programs.

MEETINGS:

The association holds an annual conference in the summer which focuses on national and international issues. The annual conference alternates between East and West of the United States. In addition, state and regional workshops and training seminars are held to increase program skills at other times of the year.

For further information — contact:

Sister Cities International
120 South Payne Street
Alexandria, VA 22314



Telephone: 1-703-836-3535
Facsimile: 1-703-836-4815
Telex: 401565
Easylink: 62885879

**AS A MEMBER OF
SISTER CITIES INTERNATIONAL
YOU WILL RECEIVE PERSONALIZED-PROFESSIONAL
SERVICES TAILORED TO YOUR NEEDS**



[Take a moment and check these services available only to member cities]

Each year, SCI holds a full schedule of training and professional programs—holds conferences and workshops, publishes handbooks and guides and offers consulting services. SCI informs the public about the national program and keeps its members abreast of the latest developments around the world and in cities through *Sister City News*.

Sister Cities International (SCI) offers a wide range of valuable services to its member cities. Few national organizations offer these practical and cost effective benefits.

If your city/committee is not a member of SCI, it should be! If you aren't aware of the many services offered, check these member activities and programs available to you.

☐ **CONSULTATION**

- Research assistance
- Liaison with embassies, government agencies and international organizations
- Staff visits for guidance and consultation
- Individual consultation for program design and development
- State coordinators available to assist member cities

"Sister Cities International brings unity of purpose to the program as a whole. And more importantly, national programs such as technical assistance, youth initiative grants, and the Reader's Digest Foundation recognition—to name a few—could never be accomplished by individual cities."

Jacksonville, Fla.

☐ **NATIONAL YOUTH AND EDUCATION PROGRAMS**

- Youth News supplement to *Sister City News*
- Staff visits for guidance and consultation
- Outstanding Program and Project awards
- Youth leadership training
- Internships
- Young Artist Program
- Eligibility to participate in National Youth Assembly
- Challenge grant funding for youth exchange
- Scholarships and grants for youth, young adult and educational exchange
- Publications
- Program development service
- Assistance in establishing school and community exchange programs

"Cities desirous of doing something in this area of improving international relations don't have a lot of places to go for information. They need technical information and know-how, and they get it from Sister Cities International. The success of their work tells the story."

San Jose, Calif.

☐ **PUBLICATIONS FREE OR AT REDUCED RATES**

- Handbook
- *Sister City News* (16-page-bimonthly)
- Directory of Sister Cities, Counties, & States

- Special program guides
- Audio-visual aids

"In no way could we have accomplished our goals without the professional assistance, materials and guidance provided to us by the staff of Sister Cities International."

Elkader, Iowa

☐ **TECHNICAL ASSISTANCE PROGRAM**

(Services available to U.S. cities with Sister Cities in developing countries)

- Information center
- Consultation in needs identification and project design
- Resource material
- Grant funding for project implementation and training

☐ **CONFERENCE AND WORKSHOP FEES AT REDUCED RATES TO MEMBERS**

☐ **A VOICE AND VOTING PRIVILEGES AT ANNUAL CONFERENCE**

☐ **RECOGNITION PROGRAMS**

☐ **WORKSHOPS, SEMINARS, TRAINING**

☐ **STATE AND REGIONAL WORKSHOPS**

☐ **SERVICE ITEMS**

- Logo pins
- Certificates of appreciation
- Charters
- Logo signs and other items

☐ **INSURANCE FOR EXCHANGES**

☐ **NEW AFFILIATIONS SERVICE**

- Research and consultation
- Assistance in locating a comparable partner in another country
- Guides and authoritative organizational publications

☐ **AMBASSADOR ASSOCIATION**

(A program for young adults (ages 21-35) with an interest in the sister cities program.)

- Exchange travel opportunities
- Leadership training
- Internships
- Quarterly newsletter "The Achiever"
- Program development services
- Resource library
- Ambassador supplement to *Sister City News*

MEMBERSHIP APPLICATION

(Our ☐ city ☐ county ☐ state hereby applies for membership in Sister Cities International — the membership year starts on receipt of your check)

Name: _____

Title: _____

Address: _____

City: _____ County: _____

State: _____ Zip: _____

Day Telephone Number: (_____) _____ Fax Number: (_____) _____

Population of city: _____

Name of sister city/ies: _____

Any special requests for services or information from the association at this time.

Billing instructions: _____
(Indicate month preferred for billing of annual dues — Make check payable to: Town Affiliation Association)

Return to: Member Services, Sister Cities International
120 South Payne Street
Alexandria, VA 22314

DUES SCHEDULE FOR CITIES

*Although dues are not paid on a monthly basis, we have included the monthly cost equivalent in parentheses to indicate the low cost of membership.

The annual dues according to population are:

Population	Annual Dues	Annual Dues *(monthly equivalent)
Over 1,000,001	\$925	(\$78.08)
500,001 to 1,000,000	825	(68.75)
300,001 to 500,000	600	(50.00)
100,001 to 300,000	475	(39.58)
50,001 to 100,000	375	(31.25)
25,001 to 50,000	300	(25.00)
10,001 to 25,000	225	(18.75)
5,001 to 10,000	150	(12.50)
Under 5,000	100	(8.33)



PROGRAM DEVELOPMENT AREAS

MEMBER SERVICES	YOUTH & EDUCATION	VOLUNTEER LEADERSHIP DEVELOPMENT	TECHNICAL ASSISTANCE—AFFILIATIONS
• General member services including research, consultation, liaison • Publications, including <i>Sister City News</i> • Public information & media relations • Audio/visual services • Future conference site selection • Annual conference • Awards programs • Program marketing • International trade development • Special events, i.e., Eisenhower Golf Classic • Insurance	• General youth programs, participation and planning • National Youth Program • Challenge grants for youth/education exchange • Publications, including <i>Youth and Education News</i> • School affiliations • General youth, trainee and education exchanges • Staff visits for consultation and guidance • Maruko Project and Kanazawa Scholarships • Young Artists Program • Eisenhower Scholarships • Ambassador Association • Visas	• State Coordinators • Leader Forums • General volunteer leadership development, including youth, young adults and others • International Leadership Development Institute • State meetings and forums	• Consultation on needs identification and project design • Resource material • Grant funding for project implementation and training • Staff visits for consultation and guidance • Special projects with developing countries • Assists U.S. cities to link with foreign cities seeking U.S. affiliate • New affiliations development and marketing • Liaison with embassies and counterpart organizations

SCOMM

84:8

DATE: 4/15/91

FURTHER: L&C
Resources

DATE TURNED INTO OFFICE: 5/14/91

Senate Special Committee on
Internat'l Trade & Tourism Committee considered HJR 33

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

and recommended:

☐ replace with _____ CS
☐ or adopt _____ CS

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

☐ attached amendment(s)
☐ _____ letter of intent adopted

☐ do pass

☐ do not pass

☐ no recommendation

☒ individual recommendations

☐ further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Dept/Date:

☐ fiscal note(s) _____

☐ zero fiscal note(s) _____

☐ appropriation-no fiscal note

APPROVES PREVIOUS:

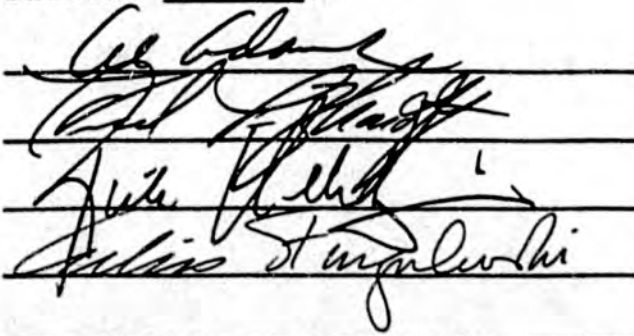
Dept/Date:

☐ fiscal note(s) _____

☐ zero fiscal note(s) House Labor
& Commerce Committee 4/9/91

☐ Governor's bill w/fiscal note

SIGNING DO PASS:



OTHER RECOMMENDATIONS:

Paul Frick (Do Pass)
Chair: Signature and Recommendation

FISCAL NOTE

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO :

No. 1Bill Version: HJR 33(H) Publish Date: 4/10/91Revision Date: 4-9-91Title: Int'l Convention of Seafarer Stds.

Department Affected: _____

BRU: _____

Component: _____

Sponsor: Rep. C. DavisRequestor: House Labor + Commerce Comm.

COMPONENT SERIAL NO. _____

EXPENDITURES/REVENUES: (Thousands of Dollars)

OPERATING	FY 92	FY 93	FY 94	FY 95	FY 96	FY 97
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND&STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	0.0	0.0	0.0	0.0	0.0	0.0

CAPITAL						
---------	--	--	--	--	--	--

REVENUE						
---------	--	--	--	--	--	--

FUNDING: (Thousands of Dollars)

GENERAL FUND						
FEDERAL FUNDS						
OTHER						
TOTAL	0.0	0.0	0.0	0.0	0.0	0.0

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year impact: None

ANALYSIS: (Attach a separate page if necessary)

Prepared by: Rep. David FinkelsteinPhone: 465-4954Division: House Labor and Commerce CommitteeDate: 4-9-91Approved by Commissioner: [Signature]

Agency: _____

Date: _____

Distribution (by preparer): Legislative Finance, Legislative Sponsor, .

Alaska State Legislature

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



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

Senate Special Committee on International Trade and Tourism

MEMORANDUM

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

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

DATE: May 9, 1991

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

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

- HJR 37** - Relating to the 50th anniversary of the Alaska/Siberia Lend-Lease Program.
- HJR 33** - Relating to the "International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978."

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

ALASKA STATE LEGISLATURE

ELECTIVE DISTRICT 1

HYDER
KETCHIKAN
KUPREANOF
MEYERS CHUCK
PETERSBURG
SAXMAN
WRANGELL



HOME

P.O. BOX 5723
KETCHIKAN, AK 99901
PHONE 225-6303

DURING SESSION

P.O. BOX V
STATE CAPITOL BUILDING
JUNEAU, AK 99811
PHONE 465-3424

Representative Cheri L. Davis

Memorandum

TO: Senator Paul Fischer,
Chairman, International Trade and Tourism Committee

FROM: Representative Cheri L. Davis *CD*

DATE: May 1, 1991

RE: Scheduling of HJR 33

Please accept this memorandum as my request for House Joint Resolution 33, relating to the "International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978," to be scheduled for a hearing in your committee.

This resolution calls attention to the need for the United States to resume its leadership role in promoting tough international training and certification standards for personnel aboard merchant vessels. While the convention did not set manning levels with regards to the number of crew members required on a vessel it did set standards for training, practical experience, and the guidelines for officer license exams.

Ratification of the treaty would authorize the United States Coast Guard to enforce crew standards on foreign flag vessels in United States waters.

Thank you.

Q & A
on
JOINT RESOLUTION relative to the
INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING,
CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978.

Q. What is the International Convention? What is its purpose?

A. The name of the convention is the "International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978.

The purpose of the convention is to have minimum international standards for training and certification of seafarers. This includes the Master (Captain) all deck and engineering officers, the radio officer, and other unlicensed crew members. This would improve safety of life and property at sea, and the protection of the marine environment.

Q. What are crew standards, and why do crew standards need to be improved?

A. The standards include basic principles to be observed in keeping a navigational watch. Mandatory minimum requirements for certification of the Master and all deck, engineering, and radio officers. This includes required training courses, theoretical knowledge and practical experience.

About 90 percent of all marine accidents are caused by human failure. Standards of training and certification is just one step in reducing accidents caused by human failure.

Q. Why has it taken the U.S. so long to ratify the convention? Why does it need to be ratified?

A. In the past, interests representing offshore drilling and supply vessels were opposed to ratification of the convention. They feared that they could not meet the standards of the convention, but this opposition now has been dropped.

Ratification would give the U.S. Coast Guard port state control, as per the convention, over foreign flag vessels in U.S. waters. Also refer to the 2nd question above.

Q. What are manning/crew standards?

A. The convention does not set manning levels with regards to the number of crew members required on a vessel. It does however set standards for training, practical experience, and the syllabus for officer license examination. The convention also includes recommendations on training of all seafarers in personal survival techniques: i.e., uses of life-saving appliances, types of emergencies, etc.

Q. Are there any negatives, politically or otherwise, associated with this resolution?

A. No negatives, should be all positives. Will improve safety and protection of the environment. Admiral Bill Kime, Commandant of the U.S. Coast Guard also fully supports ratification of this convention.

**BACKGROUND INFORMATION
INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION
AND WATCHKEEPING FOR SEAFARERS**

The purpose of the convention is to have minimum international standards for training and certification of seafarers. This includes the Master (Captain), all deck and engineering officers, the radio officer, and other unlicensed crew members. This would improve safety of life and property at sea and the protection of the marine environment.

These international standards include basic principles to be observed in keeping a navigational watch with mandatory minimum requirements for certification of the Master and all deck, engine and radio officers. This includes required training courses, theoretical knowledge and practical experience. Ninety percent of all Marine accidents are caused by human failure and standards of training and certification is just one step in reducing these accidents.

The convention has been ratified by 78 countries since it was established in 1978. The U.S. has been reluctant to ratify because interests representing offshore drilling and supply vessels were opposed to it. They feared that they could not meet the standards. This opposition has now been dropped. Admiral Bill Kime, Commandant of the U.S. Coast Guard, fully supports the ratification of this convention.

TRIBUTE TO AL FONTANA

HON. MATTHEW J. RINALDO

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 13, 1991

Mr. RINALDO. Mr. Speaker, last Friday evening, Mr. Al Fontana, of Clark, N.J., was honored by the Union County, N.J. AFL-CIO. I had the privilege of being a guest speaker at the testimonial dinner. I would like to share with my colleagues my tribute to this outstanding labor leader.

SPEECH BY HON. MATTHEW J. RINALDO

I want to congratulate Al Fontana for his leadership of the Union County AFL-CIO and for his exceptional contributions to the labor movement and to working people of this county and State.

Anyone who can negotiate contracts, serve as a shop steward, keep on top of state and federal labor legislation, get elected as a business agent, and do all the other things that Al Fontana has accomplished is an exceptional person.

Just look at what he's done:

He's served as regional director of the Distillery Workers International; Vice President of the State AFL-CIO; Chairman of COPE; President of the Union County AFL-CIO; United Way Board; Catholic Community Services; New Jersey Panel of Arbitrators; business agent for his local union, and former special assistant to the New Jersey Commissioner of Labor.

Al also was vice president of the United Way and active with the Union County Legal Aid Society, the Heart Fund, March of Dimes, Cancer Fund and a half dozen other charities. He's been active with veterans.

While we're properly catering for our terrific servicemen and women who did such a great job in the Persian Gulf, let's not forget what veterans like Al Fontana did for our country in World War II.

Al earned five battle stars and a Bronze Star—a real record of courage and heroism.

It's a great tribute to his wonderful wife, Jerry, and their two sons, Glenn and Eugene, that the Fontana family has encouraged Al all these years. They have a husband and a father they can truly be proud of—a person who has participated in a myriad of activities but has always found enough time for his wife and family.

Despite his political contacts and friendship with virtually every VIP in New Jersey, Al's remained accessible and down to earth. He's been my friend for years, and I'm proud to be associated with someone with a heart who really believes in helping his fellow workers.

Al Fontana, and other labor leaders, like many of you in this room: Charlie Marciano, and his father before him have made the American labor movement the most successful and innovative in the world.

More than any other group, organized labor has been responsible for giving Americans the highest standard of living in the world.

Al, you have established a distinguished record of service to the working men and women of Union County. You can be proud of what you have accomplished over the last half century and you deserve to be congratulated on a great career that has helped so many workers and their families to share in the American dream.

Warmest wishes to you and your beautiful wife, Jerry, for the best of everything in the years ahead.

AMERICA MUST PROTECT ITS WATERS FROM THE THREAT OF IMPROPERLY TRAINED AND CERTIFIED MARINERS

HON. NITA M. LOWEY

OF NEW YORK

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 13, 1991

Mrs. LOWEY of New York. Mr. Speaker, I rise today to reintroduce a resolution expressing the support of the House for the International Convention on Standards of Training, Certification, and Watchkeeping for Seafarers, the STCW, and calling upon the Senate to expeditiously give its advice and consent to ratification of that Convention.

Mr. Speaker, I first introduced this resolution last October in order to call attention to the need for the United States to resume its leadership role in promoting tough international training and certification standards for personnel aboard merchant vessels, particularly oil tankers. In light of our increasing reliance on imported oil shipped here aboard foreign-flagged vessels, the United States cannot afford to take it on faith that other nations adequately train and certify their oil tanker personnel. With thousands of foreign-flagged oil tankers entering our waters every year, it is vital that the United States participate in efforts to maintain minimum qualifications for mariners responsible for assuring safe passage of these vessels.

Why should the United States ratify the STCW?

Full participation in the treaty would place the United States in a stronger position in attempting to require foreign vessels entering our territorial waters to adhere to tough minimum personnel standards.

United States participation in the Convention would help ensure the entry of American vessels into countries participating in the treaty. Some countries, including Spain and Hong Kong, have threatened to refuse entry to American ships on the grounds that the United States is not a party to the STCW.

By ratifying the treaty, the United States will improve its standing to require other countries to report on their adherence to the STCW.

The International Maritime Organization [IMO] is expected to begin proceedings for renegotiating the STCW, which could have profound ramifications for America's merchant shipping industry and the marine environment. Experience with other treaties indicates that the United States negotiating position can be significantly weakened when it has signed but not ratified the treaty under consideration.

Existing Coast Guard regulations governing vessel crew qualifications already meet or exceed the STCW. The United States only stands to gain from participating in efforts to ensure international adherence to these standards.

The recently-passed Oil Pollution Act contains many important measures, including requirements for double hulls and improved vessel communications equipment, to diminish the chances of an oil disaster. But the world's finest equipment cannot prevent inadequately trained or certified personnel from making mistakes that lead to environmental tragedies.

With America more dependent on foreign oil than ever, it is time for the Senate to act on this treaty so that the United States can more

effectively guard its waters from the risk of poorly trained mariners guiding foreign-flagged vessels.

Ratifying the STCW would strengthen the excellent work of the Congress on comprehensive oil spill legislation and send a clear signal to the world that America is serious about protecting its coastal environment. I urge my colleagues to join as cosponsors of my resolution, which will help us achieve these extremely important goals.

INTRODUCTION OF NATIONAL FIREFIGHTERS DAY

HON. CURT WELDON

OF PENNSYLVANIA

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 13, 1991

Mr. WELDON. Mr. Speaker, I rise today to introduce an important measure to honor America's domestic defenders, the American firefighter. The bill will set aside October 5, 1991, as National Firefighters Day.

Three million men and women work in more than 32,000 fire departments across the nation to safeguard the American public from the ravages of fire. Frequently they do it for no other reason than public service, as fully 65 percent of them are volunteers.

These men and women place their lives on the line every day to improve public safety, and that does not always mean putting out fires. These men and women are also the first responders to natural disasters, airplane crashes, and medical emergencies.

Unfortunately, firefighting is an extremely risky profession. Each year, more than 120 of these brave men and women fall in the line of duty. Earlier this month, a major blaze in Philadelphia claimed the lives of three such brave individuals. While there remain unanswered questions about the cause of this tragedy, there can be no doubt that every firefighter deserves the acclaim and respect of Congress.

October 8 will mark the 120th anniversary of the Great Chicago Fire of 1871. It is appropriate to take time on that day to recognize the irreplaceable services performed by firefighters.

Mr. Speaker, the fire service does so much for this Nation and asks so little. I urge my colleagues to join us in honoring these real American Heroes.

BIRTHDAY TRIBUTE TO REV. J. WENDELL MAPSON, SR.—THE WORK HE'S DONE SPEAKS FOR HIM

HON. DONALD M. PAYNE

OF NEW JERSEY

IN THE HOUSE OF REPRESENTATIVES

Wednesday, March 13, 1991

Mr. PAYNE of New Jersey. Mr. Speaker, it is indeed a pleasure to wish a man who has contributed so unrelentingly and unselfishly to God, his community, and his fellow man, a happy birthday. I had that opportunity this past weekend. For many, birthdays come and go—years passing by—not allowing these individuals to stand back and take inventory of the contributions they have made to the world.

ATTACHMENT

CONTRACTING STATES TO MAJOR IMO CONVENTIONS
(at 31 December 1989)

Contents

- | | | |
|-----|------------------|---|
| 1. | SOLAS 1974 | The International Convention for the Safety of Life at Sea. |
| 2. | SOLAS PROT 1978 | Protocol of 1978 Relating to (1) above. |
| 3. | COLREG 1972 | Convention on the International Regulations for Preventing Collisions at Sea, 1972. |
| 4. | MARPOL PROT 1978 | Protocol of 1978 Relating to the International Convention for the Prevention of Pollution from Ships, 1973. |
| 5. | LL 1966 | International Convention on Loadlines, 1966. |
| 6. | TONNAGE 1969 | International Convention on Tonnage Measurement of Ships, 1969. |
| 7. | STCW 1978 | International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978. |
| 8. | CLC 1969 | International Convention on Civil Liability for Oil Pollution Damage. |
| 9. | CLC PROT 1976 | Protocol to (8) above. |
| 10. | CLC PROT 1984 | Protocol of 1984 to (8) above. |
| 11. | FUND 1971 | International Convention on the Establishment of an International Fund for Compensation for Oil Pollution Damage, 1971. |
| 12. | FUND PROT 1976 | Protocol to (11) above. |
| 13. | FUND PROT 1984 | Protocol of 1984 to (11) above. |

**STATEMENT FOR NATIONAL GUARD RESOLUTION
ASSEMBLYMAN BILL BAKER**

This Resolution simply requests that the President and Congress ratify the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers.

This Convention has been ratified by 78 nations and will provide the U.S. Coast Guard with the authority to enforce crew standards on foreign flag vessels in U.S. waters.

I ask for your support of this Resolution.

(States: Alaska, California, Hawaii, Oregon, Washington)

Senate Joint Resolution No. _____

Introduced by _____

Senate Joint Resolution No. _____ Relative to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978.

LEGISLATIVE COUNSEL'S DIGEST

SJR _____, as introduced, _____, Standard of Training, Certification and Watchkeeping for Seafarers.

This measure would memorialize the President and Congress of the United States to ratify the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, would give the U.S. Coast Guard enforcement authority over manning standards on foreign flag vessels in U.S. waters.

Fiscal committee: no.

WHEREAS, to promote safety of life and property at sea and the protection of the marine environment, the international standards of training, certification and watchkeeping for seafarers was established in 1978.

WHEREAS, this international convention on crew standards has been ratified by 78 nations, including all major maritime nations in the world, with the exception of the United States.

WHEREAS, foreign flag vessels carry 95 percent of all waterborne commerce into the United States.

WHEREAS, ratification by the United States of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, would provide the U.S. Coast Guard with the authority to enforce crew standards on foreign flag vessels in U.S. waters.

Resolved, By the Senate and the Assembly of the State of _____, jointly, That the Legislature of the State of _____ respectfully memorializes the President and the Congress of the United States to ratify the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978; and be it further

Resolved, That the U.S. Coast Guard will then be able to enforce manning standards on foreign flag vessels in U.S. waters; and be it further

Resolved, That the Secretary of the Senate transmit copies of this resolution to the President and Vice President of the United States, to the Secretary of Transportation, to the Speaker of the House of Representatives, to each Senator and Representative from _____ in the Congress of the United States, and to the Commandant, United States Coast Guard.

House Joint Resolution

WHEREAS, in 1978, the international standards of crew training, certification and watchkeeping for seafarers was established to promote safety of life and property at sea, and the protection of the marine environment,

WHEREAS, this international convention on training standards has been ratified by 78 nations, including all major maritime nations in the world, with the exception of the United States.

WHEREAS, foreign flag vessels carry 95 percent of all waterborne commerce into the United States.

WHEREAS, ratification by the United States of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978 would provide the U.S. Coast Guard with the authority to enforce crew standards on foreign flag vessels in U.S. waters,

ARCO Marine, Inc.

300 OceanGate
Long Beach, California 90802-4341
Telephone 213 590 4584
TWX 910 341 6820
Telex 192148
Cable BRIDGE LONG BEACH

Capt. Oliver F. Williams
Senior Advisor
Maritime Affairs



April 8, 1991

Chairman
House Labor and Commerce Committee
State of Alaska

Reference: HJR 33

Dear Chairman:

ARCO Marine, Inc. (AMI) is a U.S. flag shipping company that operates ten crude oil tankers of approximately one and a half million deadweight tons. We appreciate the opportunity to express our support for House Joint Resolution 33, relating to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978.

The purpose of the convention is to have minimum international standards for training and certification of Seafarers. This would improve safety of life and property at sea, and the protection of the marine environment.

Approximately 90 percent of all marine accidents are caused by human failure, and this convention on standards of training and certification is just one step in reducing accidents caused by human failure. Ratification of the convention would give the U.S. Coast Guard port state control as per the convention, over foreign flag vessels in U.S. waters.

Please advise if we can assist you to ensure passage of HJR 33.

Very truly yours,



Oliver F. Williams

OFW/jeb

ARCO MARINE

SCOMM

84:9

SENATE COMMITTEE REPORT

DATE: 4/22/91

FURTHER: State Affairs

DATE TURNED INTO OFFICE: 5/14/91

Senate Special Committee on
International Trade & Tourism considered

HOUSE JOINT RESOLUTION NO. 37

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

and recommended:

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

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

☐ attached amendment(s)

☐ _____ letter of intent adopted

☐ do pass

☐ do not pass

☐ no recommendation

☒ individual recommendations

☐ further referral to _____

ATTACHES NEW FISCAL NOTE(S):

Dept/Date:

☐ fiscal note(s) _____

☐ zero fiscal note(s) _____

☐ appropriation-no fiscal note

APPROVES PREVIOUS:

Dept/Date:

☐ fiscal note(s) _____

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

☐ Governor's bill w/fiscal note

SIGNING DO PASS:

OTHER RECOMMENDATIONS:

Greg Adams
Paul G. H. [unclear]
Arthur J. [unclear]
Paul G. H. [unclear]

Paul G. H. [unclear] (Do Pass)

Chair: Signature and Recommendation

STATE OF ALASKA
1991 LEGISLATIVE SESSION

BILL NO. HJR 37

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

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

Sponsor: Rep. Moyer

Requestor: _____

COMPONENT SERIAL NO.

--	--	--	--

Expenditures/Revenues: (Thousands of Dollars)

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

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

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

POSITIONS:

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

Estimate of current year impact: _____

ANALYSIS: (Attach a separate page if necessary.)

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

Phone: 561-5585

Date: _____

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

Date: _____

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

Rev 10/90
SH/dg/93390/040591

Page 1 of 2

FISCAL NOTE

Alaska State Legislature

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



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

Senate Special Committee on International Trade and Tourism

MEMORANDUM

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

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

DATE: May 9, 1991

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

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

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

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

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

REPRESENTATIVE TOM MOYER

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

MEMORANDUM

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

April 23, 1991

From: Representative Tom Moyer *TUM*

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

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

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

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

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

ROBERT C. BYRD, WEST VIRGINIA, CHAIRMAN

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

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

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

United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, DC 20510-6025

February 21, 1991

To Whom it May Concern:

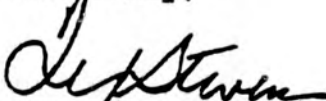
I am a strong supporter of the Alaska and Soviet World War II Lend-Lease veterans reunion. The Fairbanks VFW Post 3629, the Nome VFW Post 9569, the Bering Straits Native Corporation and the Anchorage American Legion have done a great job in organizing this event.

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

Thanks for your attention to this important matter.

With best wishes,

Cordially,


TED STEVENS

FRANK H. MURKOWSKI

ALASKA

COMMITTEES:

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

United States Senate

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

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

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

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

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

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

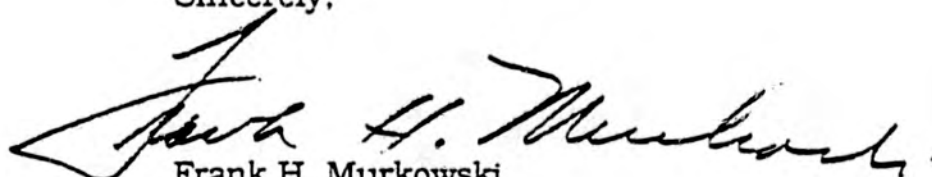
June 1, 1990

To Whom it May Concern:

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

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

Sincerely,



Frank H. Murkowski
United States Senator



ALASKA/SIBERIA LEND LEASE REUNION

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

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

Jim Vigessa, Project Coordinator (907) 338-7025

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

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

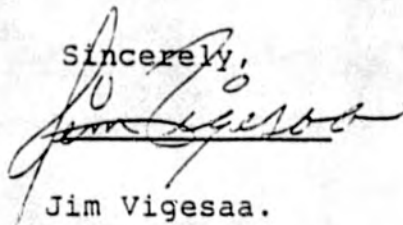
Phase II. The Soviet delegation extended an invitation for a delegation of American lend lease veterans to visit the Soviet Union in July of 1991. We are currently organizing, scheduling, and fund raising in support of this phase as well as Phase III. Also we are expecting the Soviets to grant us a total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

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

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

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

Sincerely,

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

Jim Vigesaa.

Coordinator.

Note:

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



ALASKA/SIBERIA LEND LEASE REUNION

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

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

Jim Vigessa, Project Coordinator (907) 338-7025

March 4, 1991.

Greetings:

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

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

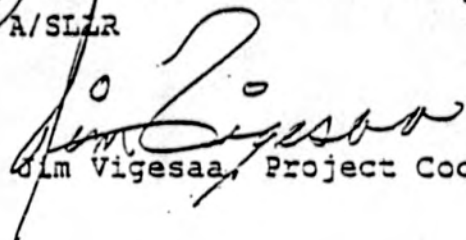
The enthusiasm expressed for this historical event from the American and Soviet participants promises to make this an occasion of International importance. In order to make this an event to be remembered, we must have the active and financial support of as many segments of the Alaskan community as possible,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

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

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

Thank you for your support,


James C. McLaughlin, President
A/SLR


Jim Vigesaa, Project Coordinator



ALASKA/SIBERIA LEND LEASE REUNION

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

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

Jim Vigesaa, Project Coordinator (907) 338-7025

March 1, 1991.

PHASE I SPONSORS / 1990.

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

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

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

On the Alaskan side:

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

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

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

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

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

March 28, 1991

Dear Mr. Vigesaa,

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

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

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

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

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

- 2 -

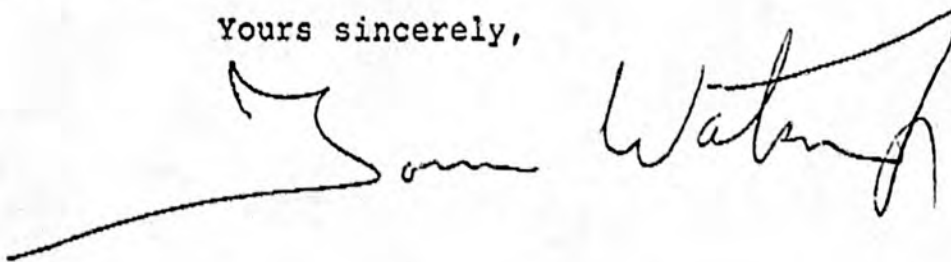
Then on my route from Moscow eastbound at each stop (and we stopped once a day in the middle of the day for fuel) there were veterans gathered from World War II some of whom I've known from 45 years before. So we had a triumphant march from Novosibirsk to Irkutsk and then to Yakutsk and finally to Anadyr,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

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

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

Kindest regards.

Yours sincerely,

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

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

LEND-LEASE TO RUSSIA

THE MONTANA-ALASKA- RUSSIA CONNECTION



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

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

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

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

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

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

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

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

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

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

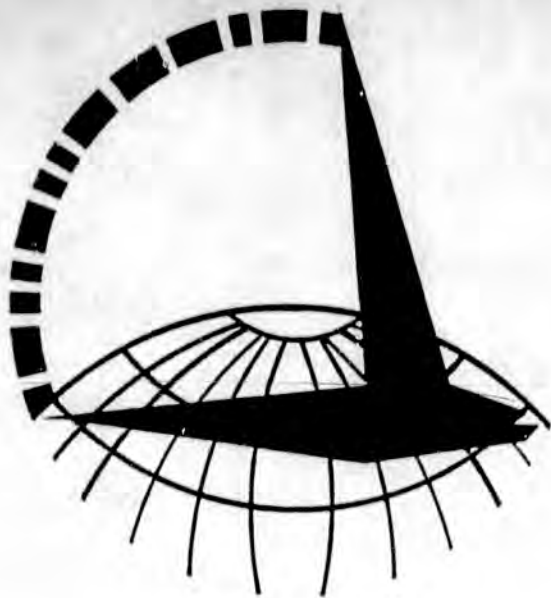
The Ferrying Command of the Army Air Forces had been activated in June 1941 for the purpose of "moving aircraft from factories to such terminals as might be designated by the Chief of the Army Air Corps." Later, the Ferrying Command was redesignated the Air Transport Command (ATC), with a Ferrying Division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

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

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

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

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



7th Ferrying Group insignia.

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

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

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

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

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

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

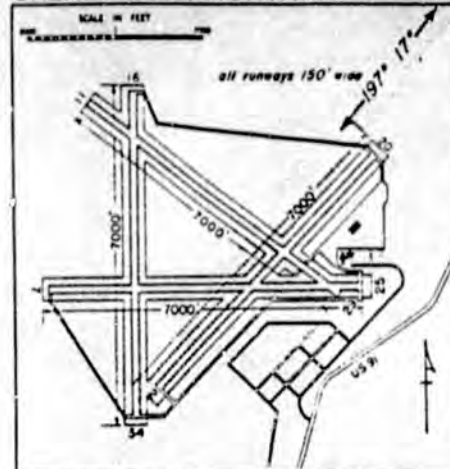
Also in April, Lt. Col. George Brewer, who had surveyed the Alaskan and Canadian portions of the route, recommended that Fairbanks be selected as the "turn over" point instead of Nome. Nome was over 500 miles closer to Soviet territory but was considered very vulnerable to Japanese attack from Aleutian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

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

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

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

GREAT FALLS, MONTANA



NAME AND LOCATION
GORE FIELD, formerly GREAT FALLS MUNICIPAL AIRPORT, 3 miles SW. of town on plateau.
POSITION - Lat. 49° 29' N. Long. 111° 21' W.
MAGNETIC VARIATION - 20° 15' E.
ALTITUDE - 3,645 feet.
LANDMARKS - City of Great Falls, Missouri River to E.; copper smelter with 510' smokestack 5 miles to NE.

GENERAL INFORMATION
OPERATED BY - AAF A.T.C.
REMARKS -

DESCRIPTION
DIMENSIONS - Four runways: N./S. (16-34) 7,000' x 150'; NE./SW. (2-20) 7,000' x 150'; E./W. (7-25) 7,000' x 150'; NW./SE. (11-29) 7,000' x 150'.
SURFACE - Runways asphalt.
MARKINGS - "GREAT FALLS" on hangar. Wind cone.
LIGHTING - Revolving and stationary beacons. Boundary, range lights. Obstruction lights on all buildings and towers. 8 flood and 2 spot lights on parking area.
OBSTRUCTIONS - N. - 90' poles. SW. - 135' tower 24 miles. NW. - 150' towers, 2 1/4 mile. NE. - 510' smokestack 5 miles, 60' poles. E. - Hangar and Adm. building, steep hill. Equipment on field.

FACILITIES
HANGARS - One concrete and steel, 240' x 170' x 50'; one small wooden, 100' x 60' x 39'; two frame hangars.
REPAIR FACILITIES - 2nd echelon minor repairs.
FUEL AND OIL - Gas in quantity, oil. Tank trucks.
COMMUNICATIONS - Telephone, telegraph in town. Teletype, radio, radio range, control tower.
WEATHER REPORTS - 24-hour service.
TRANSPORTATION - Army car or taxi. Northwest Airlines (DC-3), Western Airlines (DC-3 and Waco) use this field. Railroads.
ACCOMMODATIONS - Hotels in city. Barracks and quarters. Population of Great Falls - 65,000.

WEATHER
PREVAILING WINDS - SW. W. in May, June, July. Maximum 66 m.p.h.
PRECIPITATION - 14.85" annually.
TEMPERATURE - 99° F. to -15° F.
VISIBILITY - Fog 30 days annually.

CHARTS - Butte Sectional.
Big Horn Regional.



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

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

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

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

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

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

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

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



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

USAF

Hangar at East Base.

USAF





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



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

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

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

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



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

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

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

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

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

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



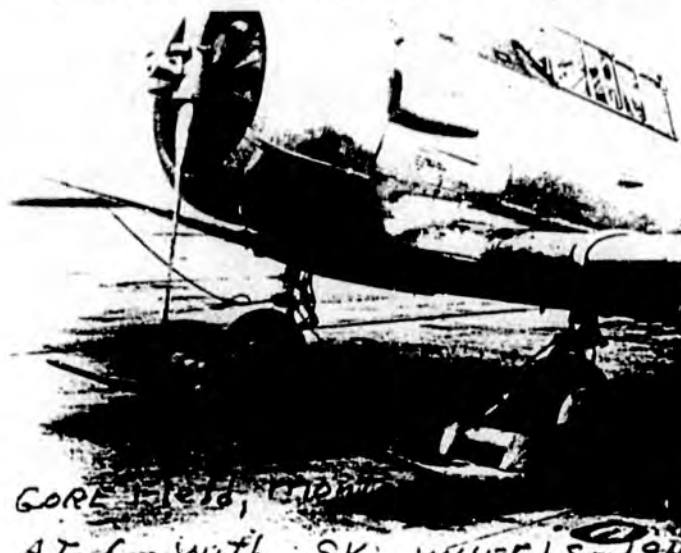
Gore Field was not immune to aircraft accidents. Here a P-38 has crashed on the runway in 1943.
COURTESY TURK HARSHBARGER, JEROME, IDAHO



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



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



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

COURTESY TURK HARSHBARGER, JEROME, IDAHO

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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



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



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



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

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

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

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



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

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

An entry in the Alaskan Division's history states:

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

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

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

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

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

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

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



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

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

RF



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

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

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

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

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

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



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

COURTESY 7th FERRYING GROUP ASSOCIATION

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

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

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



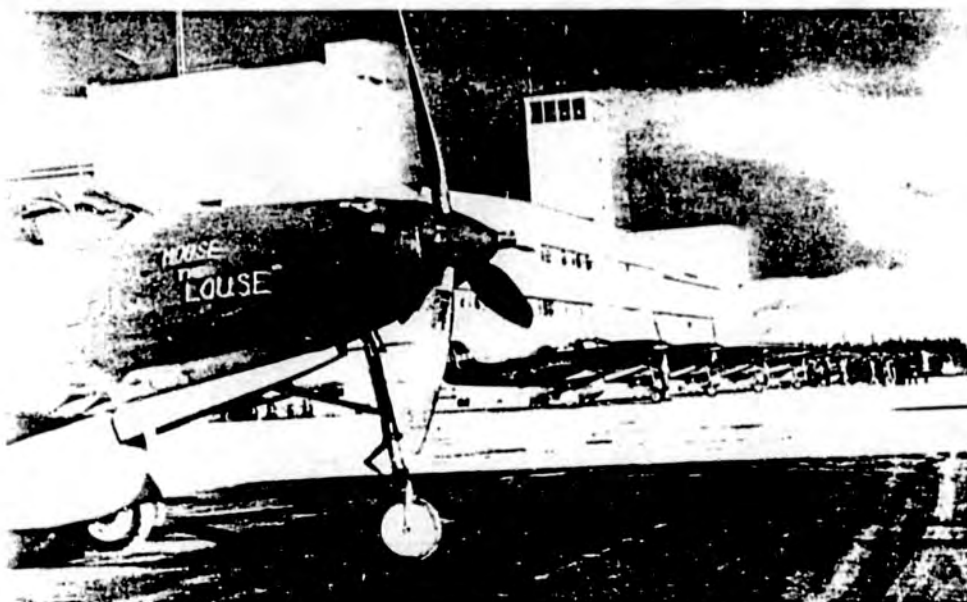
Russian officers quarters at Ladd Field. AAC



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

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

COURTESY 7th FERRYING GROUP ASSOCIATION



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

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

COURTESY 7th FERRYING GROUP ASSOCIATION



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

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

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

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

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

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

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



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



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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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



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



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



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

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

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

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

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

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

as to be prepared when the division planes arrived.

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

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

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

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

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



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

COURTESY 7th FERRYING GROUP ASSOCIATION

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

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

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

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

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

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

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

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

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

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

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



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

Flight Officer

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

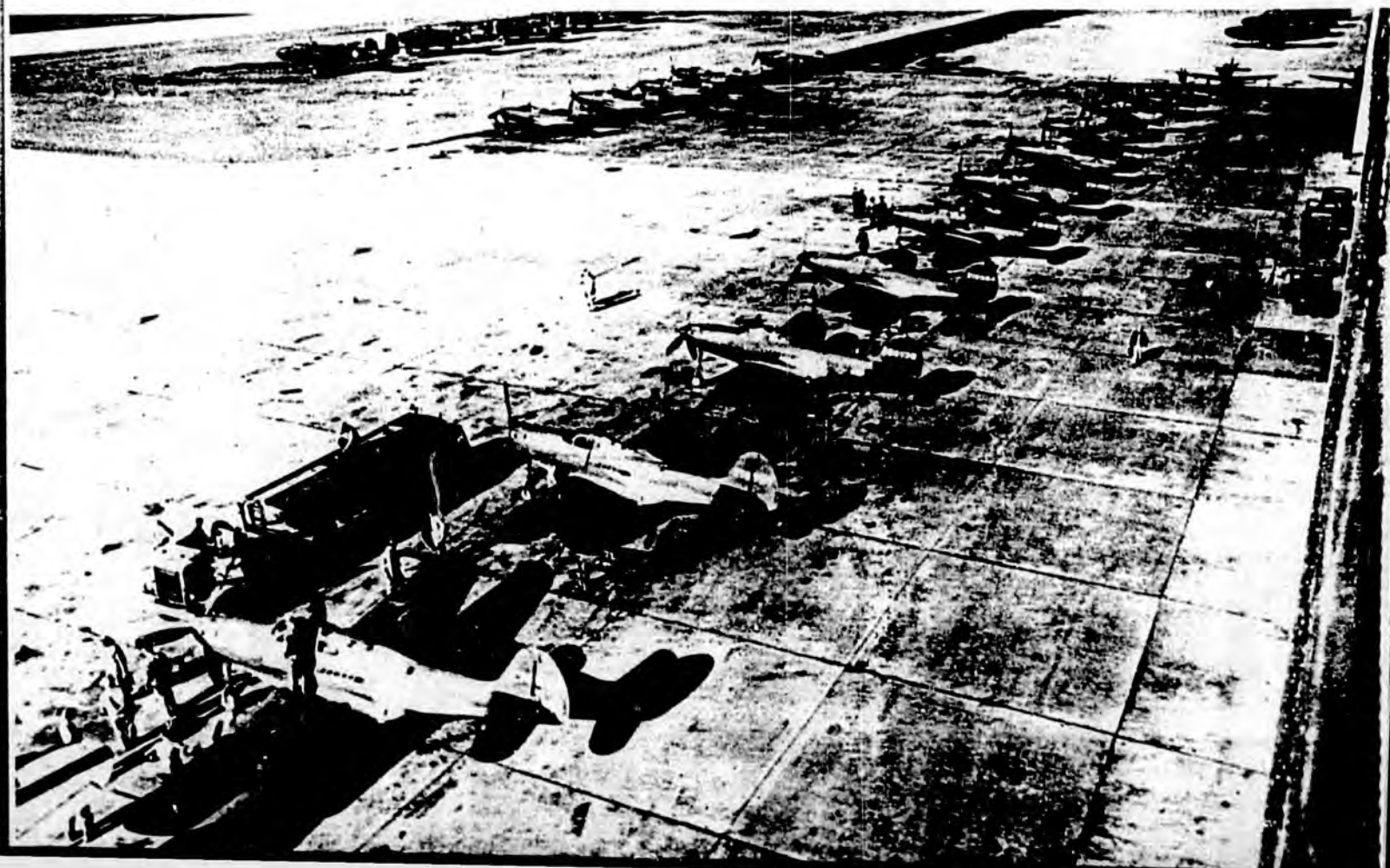
The rating of "Service Pilot" was awarded to certain qualified civilian pilots who were taken into the service directly as

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



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

USAF



4000
DELIVERED
ALASIA ROUTE
LNUO FIELD ALASIA
10 SEP 1944





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

USAF

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

USAF





Russian and American "comrades" in 1942.

UAA

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

UAA



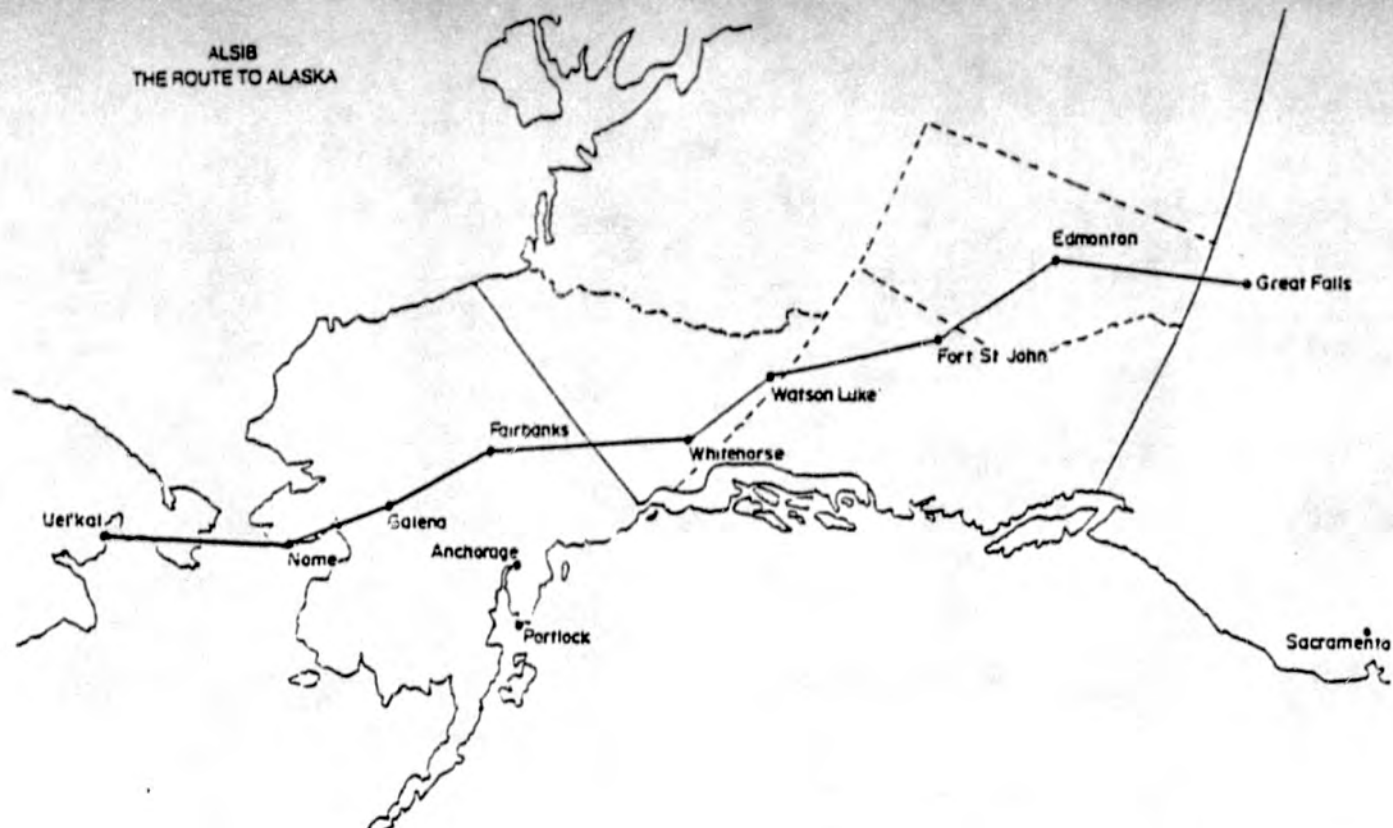


Once in a while the bitter cold, fog, wind, and isolation of Nome were broken by a social activity. Here Russian and American officers and their partners dance at the officers' club. USAF

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



ALSIB THE ROUTE TO ALASKA

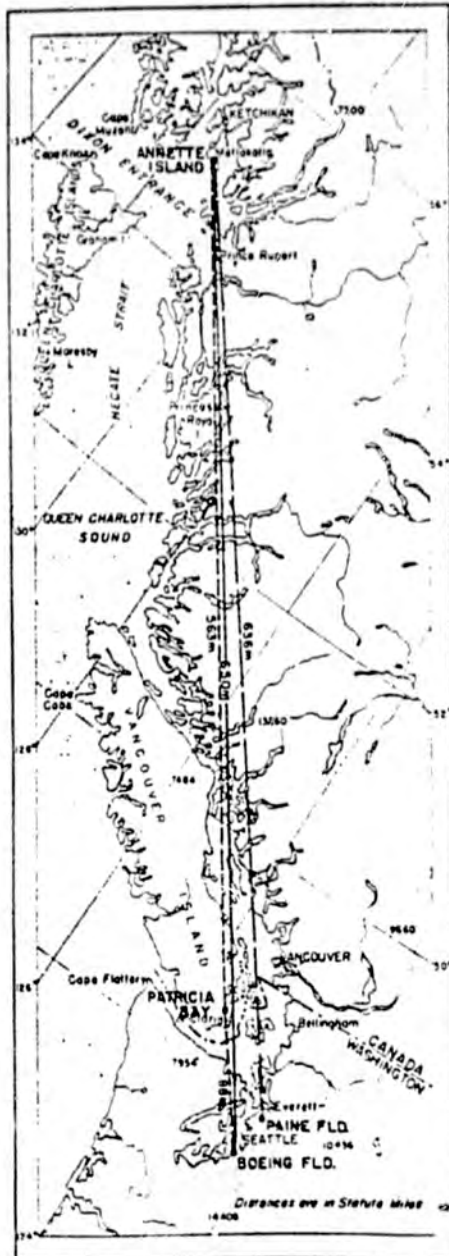


ALSIB THE ROUTE ACROSS SIBERIA



ROUTE INFORMATION

ROUTE INFORMATION
COASTAL ROUTE
SEATTLE TO ANNETTE



GREAT FALLS TO EDMONTON

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

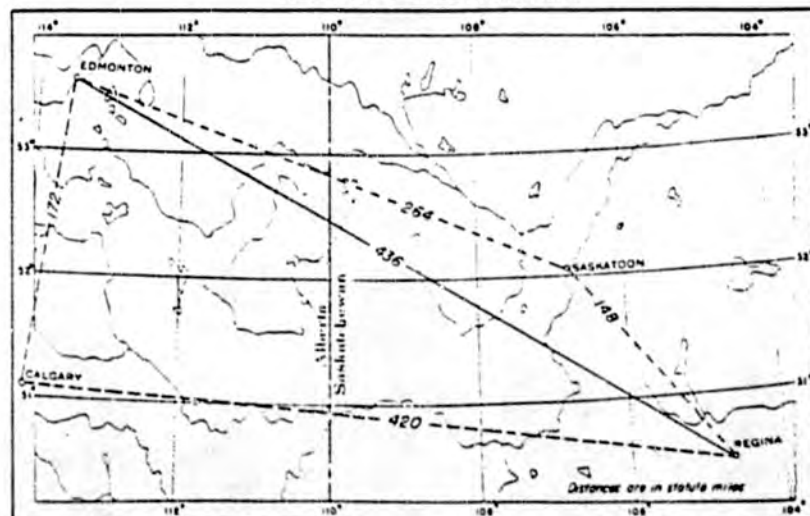
Flat plateau country between 3,000 and 3,500 feet in altitude, is typical between Lethbridge and Calgary. The Canadian Pacific Railroad runs between these two points and may be followed with little sacrifice in distance. Fifty-five miles out from Lethbridge, the course passes directly over Kirkcaldy.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

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

COURSES AND DISTANCES

FROM	TO	STATUTE MILES	NAUTICAL MILES	TRUE COURSE	MAGNETIC COURSE
GREAT FALLS	EDMONTON	441	374	143°	123° (143°)
GREAT FALLS	LETHBRIDGE	162	141	135°	115° (135°)
LETHBRIDGE	CALGARY	107	93	134°	111° (131°)
CALGARY	EDMONTON	170	149	173°	142° (162°)
CALGARY	PENHOLD	73	63	14°	339° (159°)
PENHOLD	EDMONTON	100	87	11°	346° (166°)

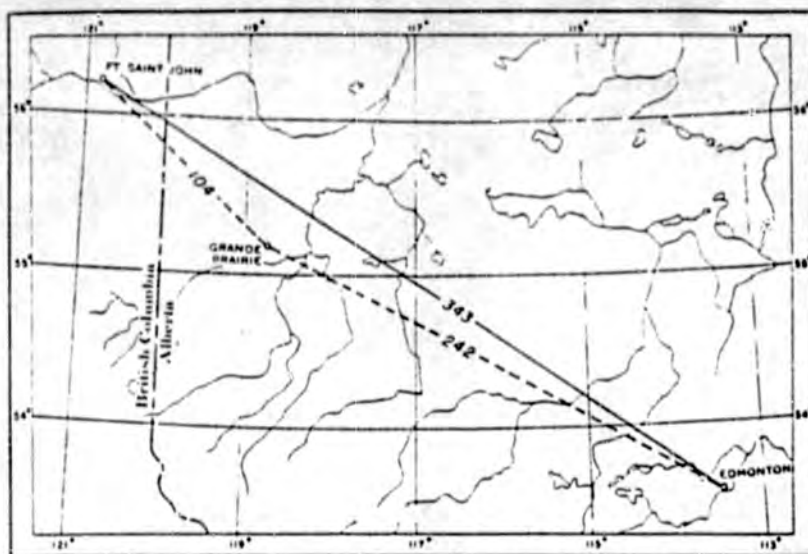
REGINA TO EDMONTON



CONFIDENTIAL

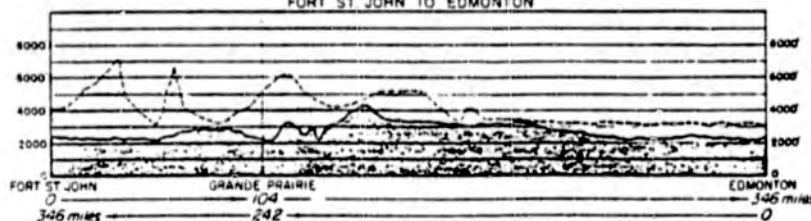
ROUTE INFORMATION

EDMONTON TO FORT ST. JOHN



FLIGHT PROFILES

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



COURSES AND DISTANCES

FROM	TO	STATUTE MILES	NAUTICAL MILES	TRUE COURSE	MAGNETIC COURSE
EDMONTON	FORT ST. JOHN	343	298	102°	274° (94°)
EDMONTON	GRANDE PRAIRIE	242	210	100°	273° (93°)
GRANDE PRAIRIE	FORT ST. JOHN	104	90	120°	291° (111°)

EDMONTON TO GRANDE PRAIRIE

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

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

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

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

GRANDE PRAIRIE TO FORT ST. JOHN

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

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

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

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

FORT ST. JOHN TO FORT NELSON

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

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

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

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

FORT NELSON TO WATSON LAKE

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

RADIO FACILITIES - The northwest leg of the Fort Nelson range is projected on a magnetic bearing of 340° and approximately interlocks with the east leg of Watson Lake range. Because of the distance between these two range stations, under normal radio conditions continuous radio contact is difficult. Therefore, heading should be established immediately upon leaving Fort Nelson and should be maintained until reliable signals are heard from the Watson Lake station. The south leg of the Watson Lake range is projected directly over the field; however, it is not in line with the projection of the runway. Reasonable low instrument approaches are feasible at Watson Lake; however, extreme caution should be used in following the procedure.

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

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

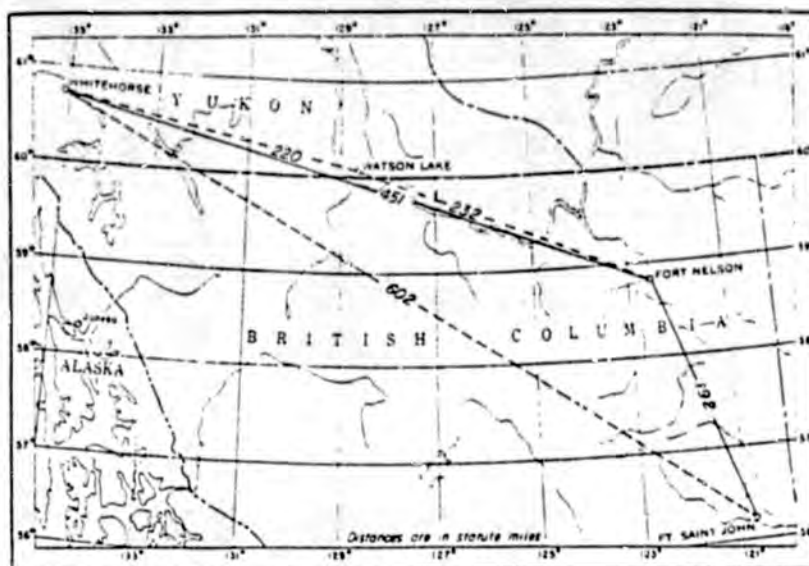
WATSON LAKE TO WHITEHORSE

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

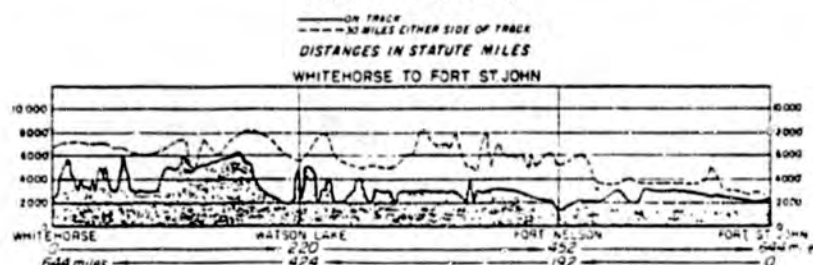
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ROUTE INFORMATION

FORT ST. JOHN TO WHITEHORSE



FLIGHT PROFILES



COURSES AND DISTANCES

FROM	TO	STATUTE MILES	NAUTICAL MILES	TRUE COURSE	MAGNETIC COURSE
FORT ST. JOHN	WHITEHORSE	644	521	301°	260° (89°)
FORT ST. JOHN	FORT NELSON	192	168	330°	300° (120°)
FORT NELSON	WHITEHORSE	451	392	287°	254° (74°)
FORT NELSON	WATSON LAKE	212	201	204°	253° (79°)
WATSON LAKE	WHITEHORSE	220	191	283°	240° (69°)

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

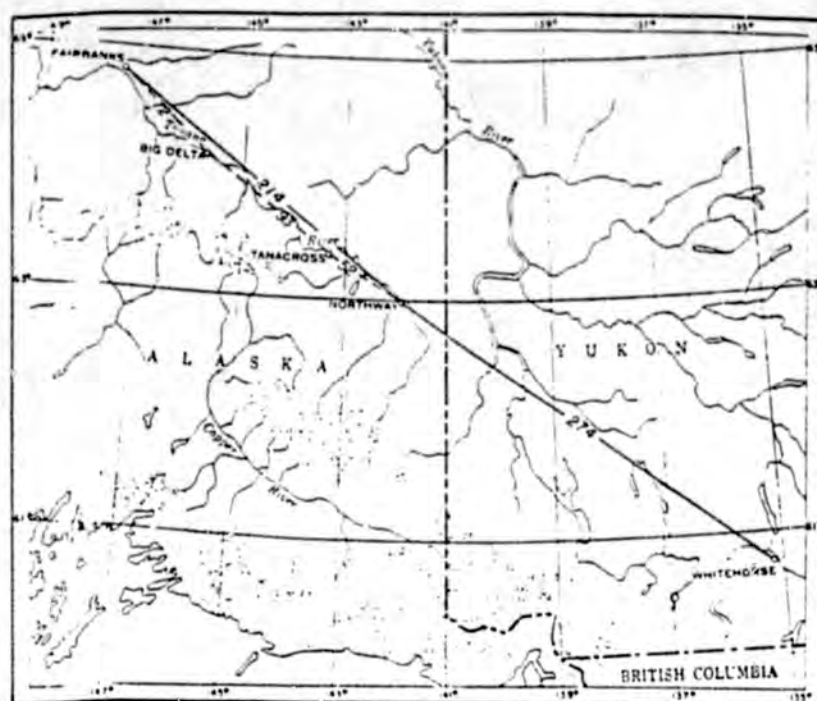
INTERMEDIATE FIELDS - No intermediate fields are available between Watson Lake and Whitehorse except for several flight strips which are under construction.

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

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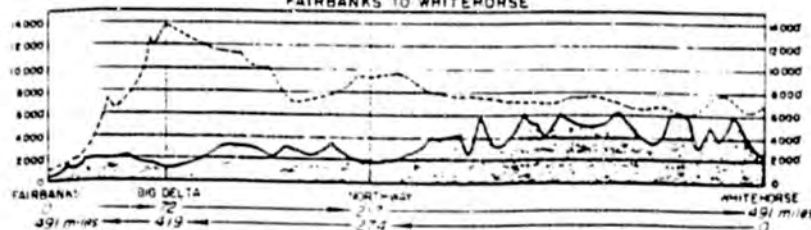
ROUTE INFORMATION

WHITEHORSE TO FAIRBANKS



FLIGHT PROFILES

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



COURSES AND DISTANCES

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

WHITEHORSE TO FAIRBANKS

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

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

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

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

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



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



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

- UAA