

ALASKA LEGISLATURE COMMITTEE FILES 1983-1984 86/2

2265 HHESS HB 470 - HB 477

2265

The Historical Remains of Aleutians

1941-1944

1. Kodiak - Ft. Greely - Airfield
2. Port Heiden - Fort Morrow - Airfield
3. Cold Bay - Fort Randall - Airfield
4. Dutch Harbor - Fort Leary - Airfield
5. Unalaska - Chernofski
6. Unak Island - Fort Glenn - Airfield
7. Atka Island - Atka Landing Field
8. Great Sitkin Island
9. Adak Island - Adak - Airfield
10. Tanago Island - Airfield (Ogliuga Island)
11. Amchitka Island - Amchitka - Airfield
12. Piska Island - Piska
13. Little Piska Island
14. Buldir Island
15. Shemya Island - Shemya - Airfield
16. Agattu Island
17. Attu Island - Attu





# NORTH STAR CHAPTER

3605 Arctic Boulevard  
Anchorage, Alaska 99503

"There Are Some Days You Can't Forget".

(907) ~~XXXXXXXXXXXX~~ 277-7472

(907) 272-0365

Use of C-130 Hercules	Use of Helicopter	Dates	Codes	Points of Interest
A.		Day 1.	A.	Kodiak - Ft Greely - Airfield - Fixed Harbor Defense - Naval Base - Army Garrison Airfield at Cape Chinak
B.		Day 2 - 3	B.	Port Heiden - Fort Morrow - Airfield Docking Facilities (Air Defence of the Naval Base at Dutch Harbor) one downed aircraft
C.		Day 3.	C.	Cold Bay - Fort Randall - Airfield - Docking Facility (Air Defense of the Naval Base at Dutch Harbor)
D.	1.	Day 5 - 7	D.1.	From SW Umnak Island to NE Akutan Island Dutch Harbor - Fort Mears (Bombing of Dutch Harbor June 3, 1942) Umnak Island - Fort Glenn (Two Satellite Airfields) 17 Downed Aircraft
E.	2.	Day 8 - 10	E-2	From Adak to West of Atka Island Adak - Great Sitkin Island Atka Island 7 Downed Aircraft
F.	3.	Day 8 - 10	F-3	From Adak to South of Ogluuga Island Tanaga Island 3 Downed Aircraft
G.	4.	Day 11-13	G-4	From Amchitka Island to West of Kiska Amchitka Island Kiska (Battle of the Kiska Islands) Little Kiska 3 Downed Aircraft 3 Japanese 2-man submarines
H.	5.	Day 14-16	H-5	From East of Shemya Island To North of Attu Island Shemya Attu (Battle of Attu) Agattu Island 6 Downed Aircraft

Keep America Strong

Remember Pearl Harbor



# NORTH STAR CHAPTER

3605 Arctic Boulevard  
Anchorage, Alaska 99503

"There Are Some Days You Can't Forget".

(907) ~~277-7472~~ 277-7472

(907) 272-0365

Milo H. Fritz, M.D.  
Alaska State Legislature  
Pouch V (MS 3100)  
Juneau, AK 99811

Dear Doctor:

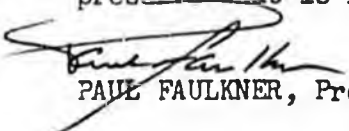
The Pearl Harbor Survivors has been involved in the preservation, through film of what often has been titled, "The Forgotten War" - the World War II campaign in the Aleutians. For the past two years we have, with the aid of many others, researched the areas, the people, the survivors and the locations.

In order to comply with governmental regulations, we have contacted the Village Corporation Leaders and received their permission to visit and film those localities that played such a dominant role in Alaska's involvement in World War II.

Our goal is to do documentary film of the Aleutians to be used in the public school system in Alaska and in the Lower 48 and for public television. This filming of the Aleutian Campaign is a follow-up to our film on Pearl Harbor, "There Are Some Days You Can't Forget." Our records indicate that effective December 20, 1983, that film has been viewed by over 4,300 Anchorage school children and about 130,000 Alaskans.

A total of fourteen men will assist in the production including the film crew, Aleutian Survivors and support personnel.

Our history and war efforts in the Aleutians are rapidly being lost. Through your cooperation, your position can start the wheel rolling to help our country preserve what is left of our heritage and war effort.

  
PAUL FAULKNER, President

cc: Rep. Liska, Col. Griffith, Rep. Furnace

encl: Information packet

THE HISTORICAL

REMAINS

(F)

HB 470 + 484

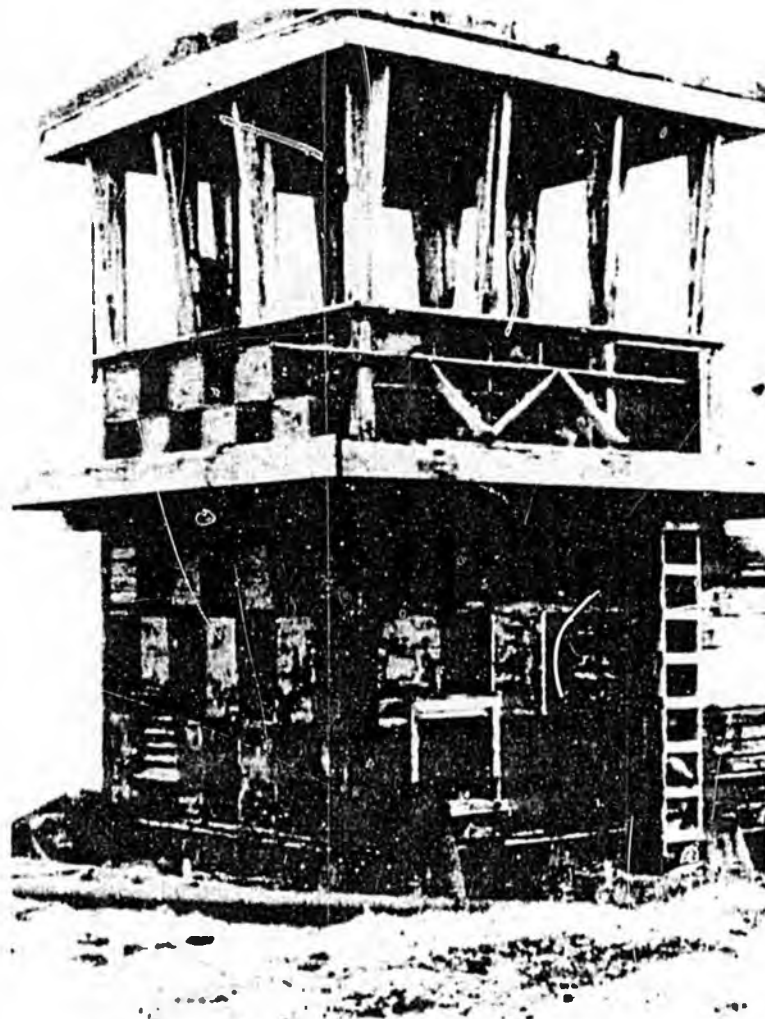


KISKA

U.S. ARMY RETAKES -- 1943

"In honor and memory of the men of the North Pacific Theatre who died so that a continent might be free."

CPL Dashiell Hammett  
The Battle of the Aleutians (1944)

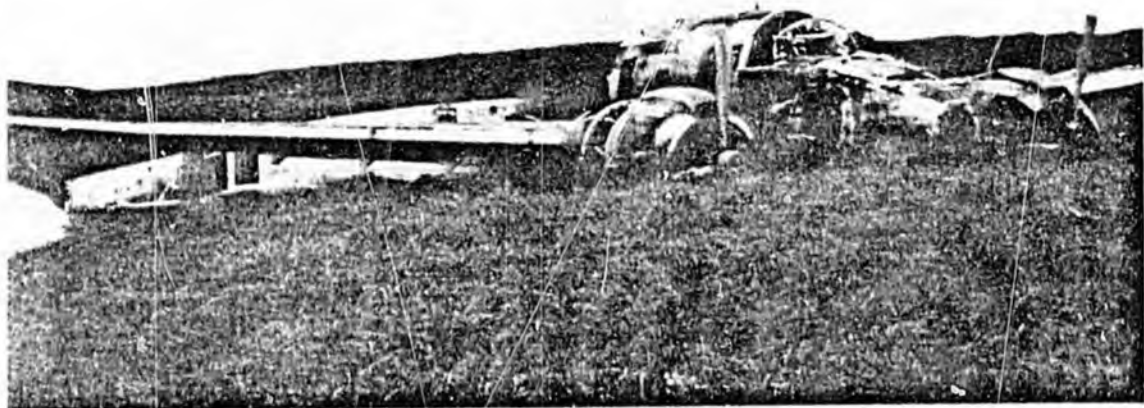


There are several aircraft control towers like this one in the photo that still remain in the Aleutians.

COE

"The loyal courage, vigorous energy and determined fortitude of our armed forces in Alaska, on land, in the air and on the water - have turned back the tide of Japanese invasion, ejected the enemy from our shores and made a fortress of our last frontier. But this is only the beginning. We have opened the road to Tokyo: the shortest, most direct and most devastating to our enemies. May we soon travel the road to victory."

Simon Bolivar Buckner, Jr.  
Lieutenant General, U.S.A.



This PV-1 Ventura went down on a remote island in the Aleutians. ANother PV-1, which is in a better condition than this, sits on another island.

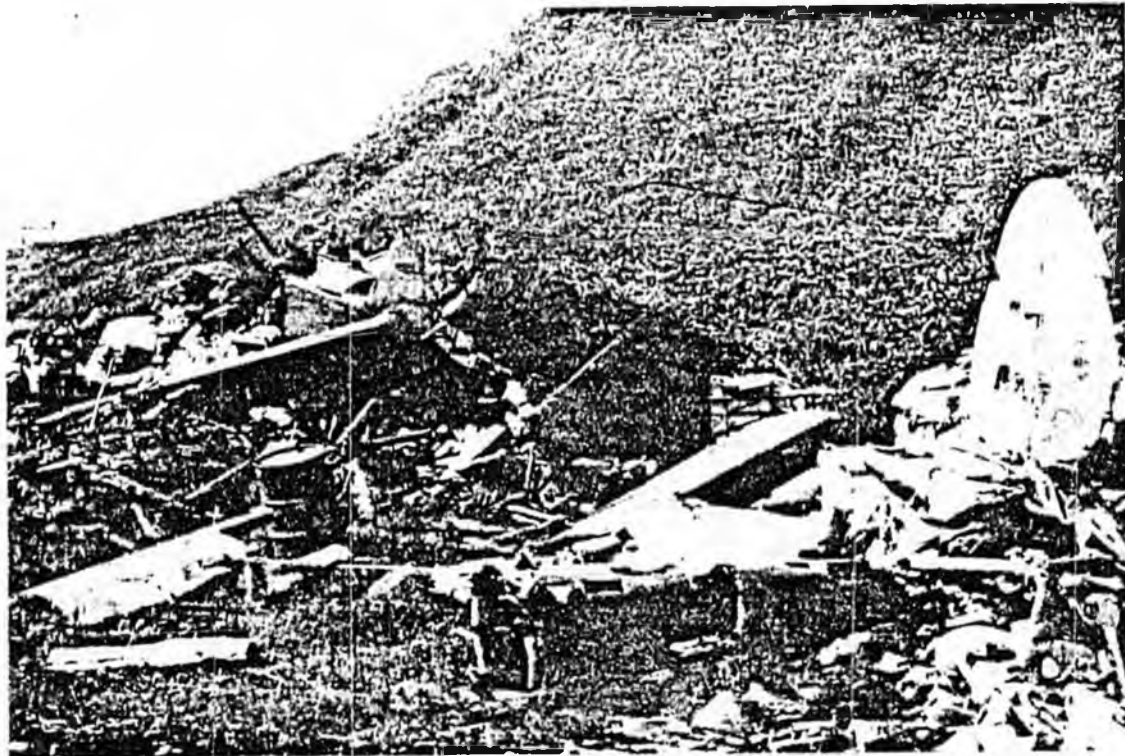
USEWS





An aircraft dump area alongside a runway in the Aleutians has P-40 and P-38 parts and fuselages.

USFWS



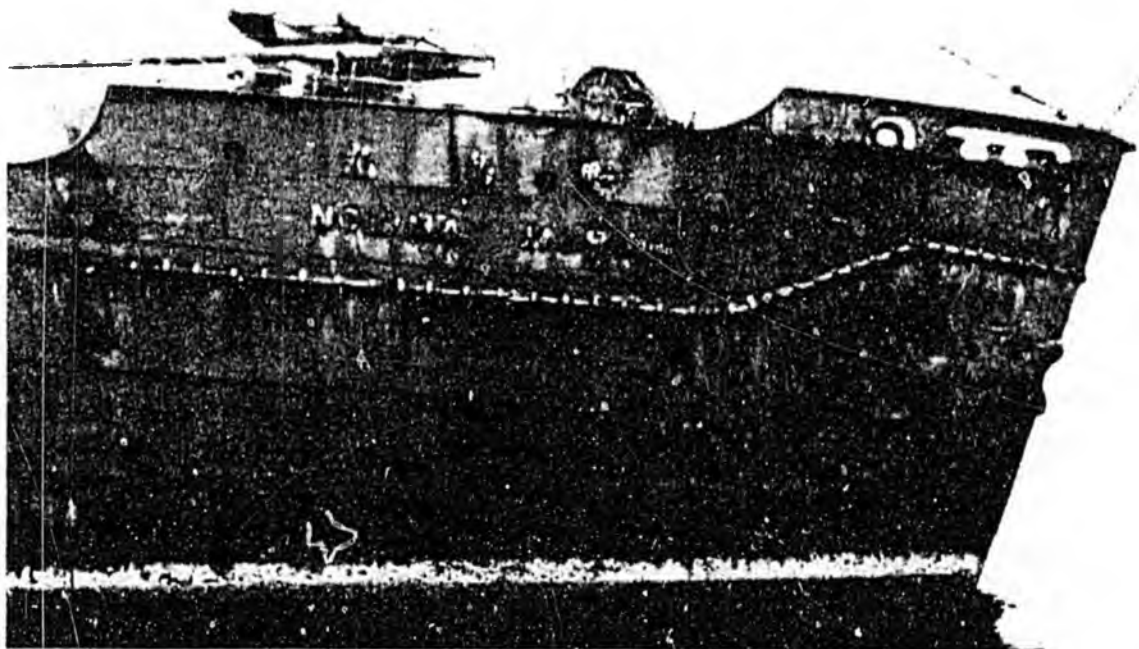


Bomb-out Japanese Freighter.

USFWS

Remains of a Bygone Era. The Bombed-out Japanese Freighter Nozine Maru.  
Note the Large Gun Mount on the Bow.

COE

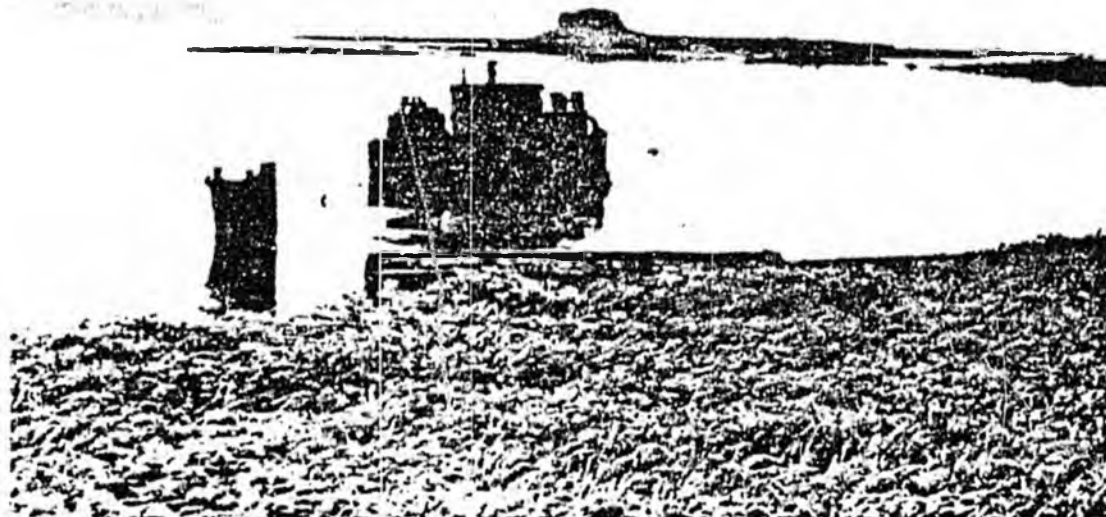


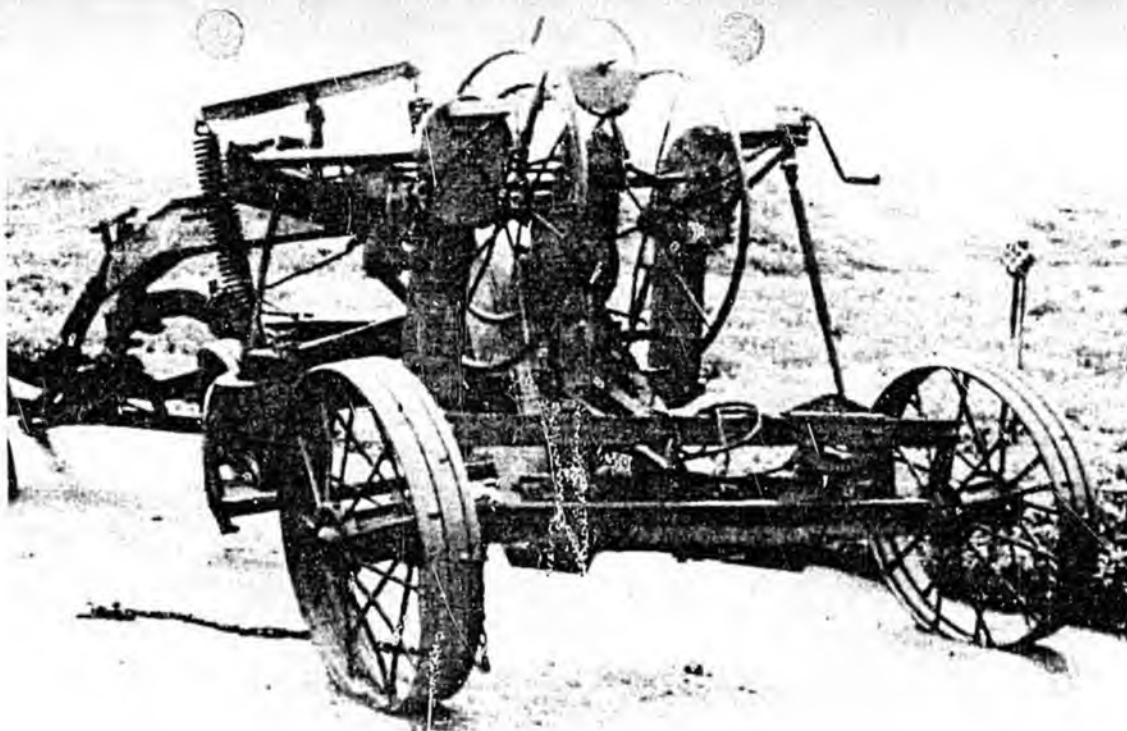


The USS Northwestern, which served as barrack and power plant, was destroyed by a direct hit by a Japanese Fighter plane on June 4, 1942.  
BN

Sunken American LCI (Landing Craft Infantry).

COE

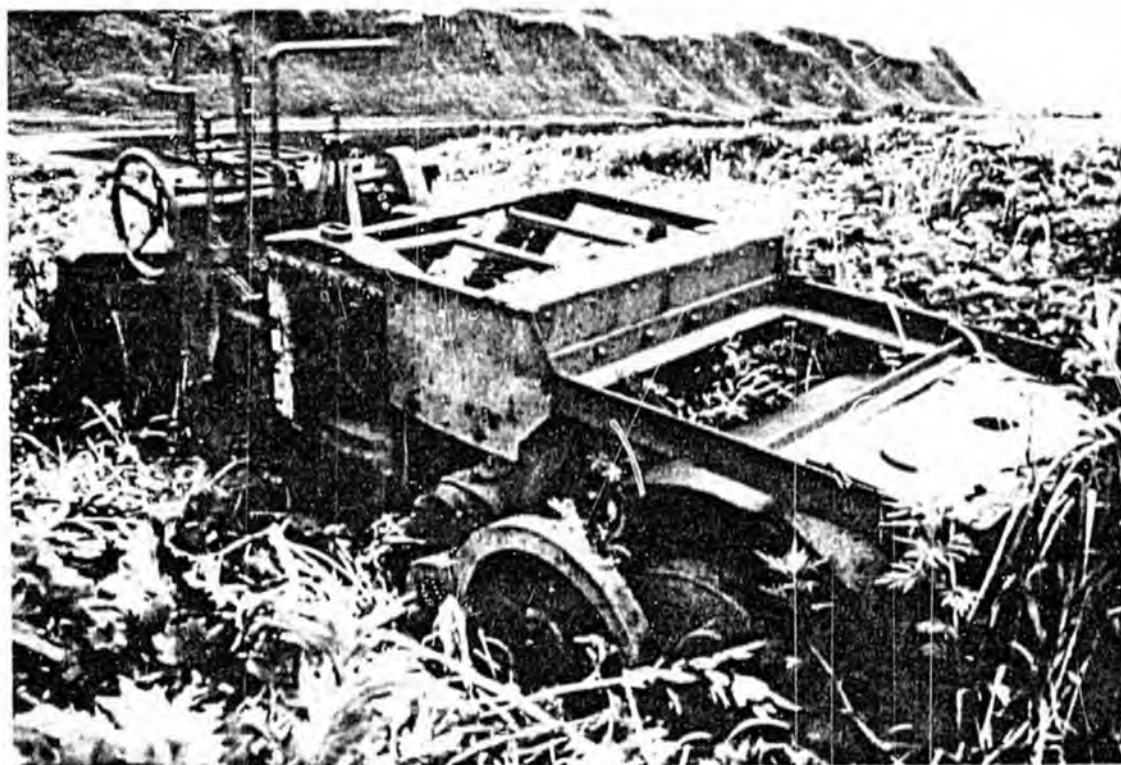


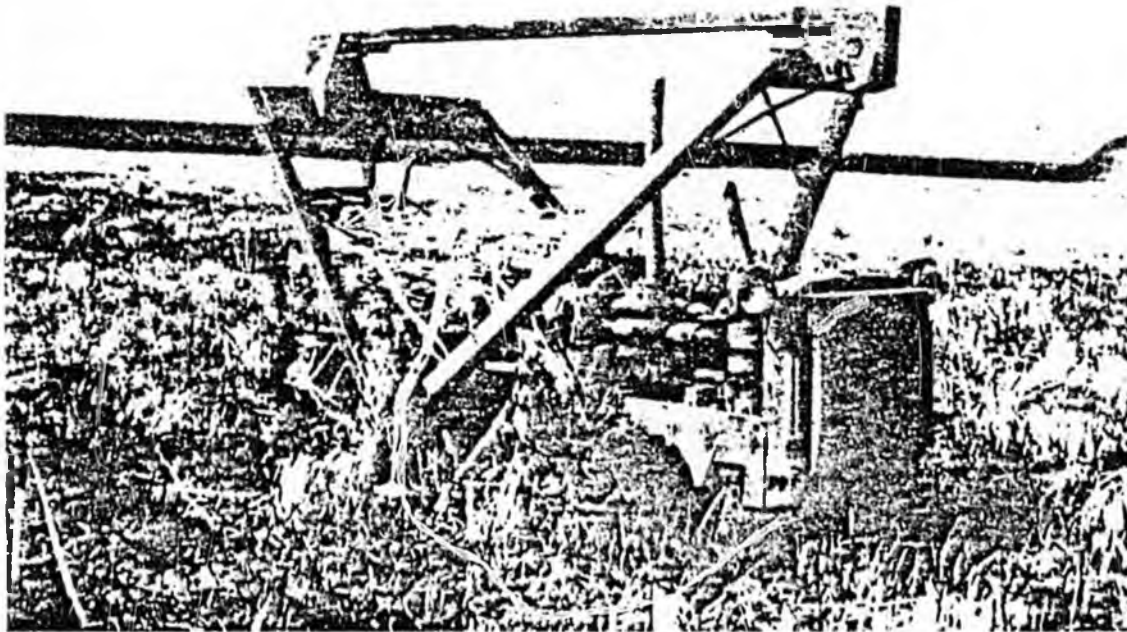


American Tractor-Pulled Scraper for Airfield and Road Construction.  
USFWS

A steam Roller, which was used in a construction of runways and roads,  
is sitting in an Aleutian island.

USFWS





American D4 Caterpillar Bulldozer.

USFWS

Floats for American Anti-Submarine Nets.

COE

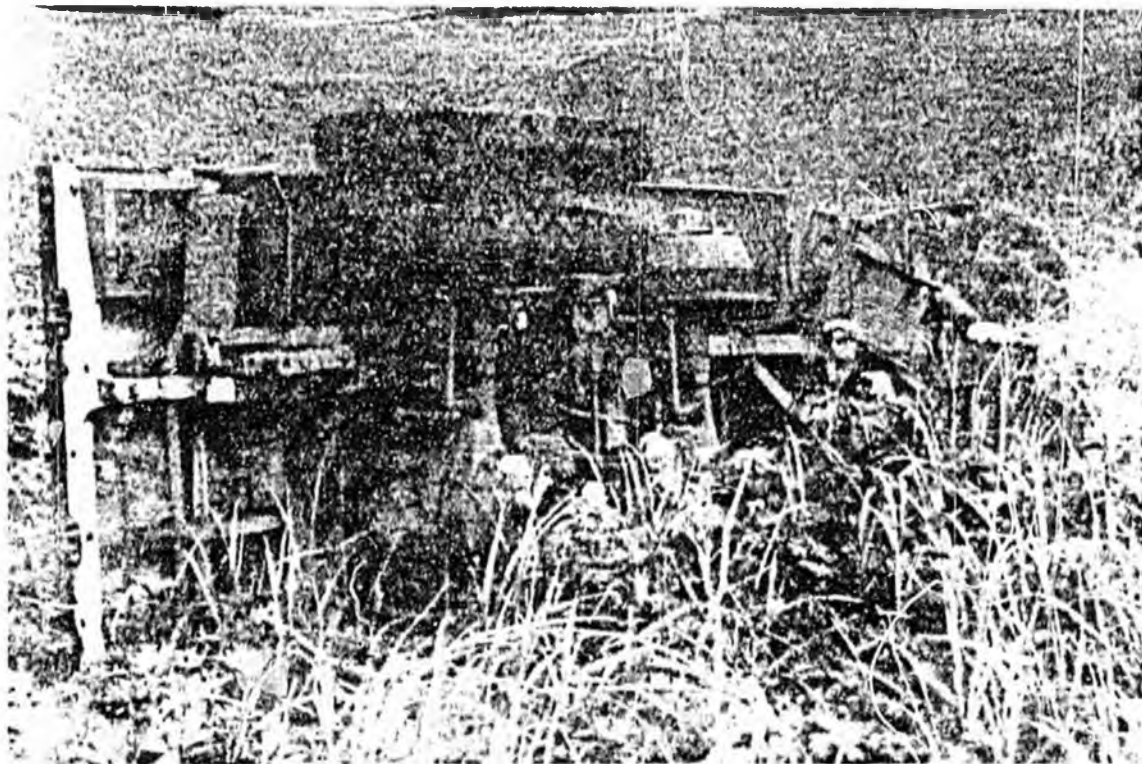


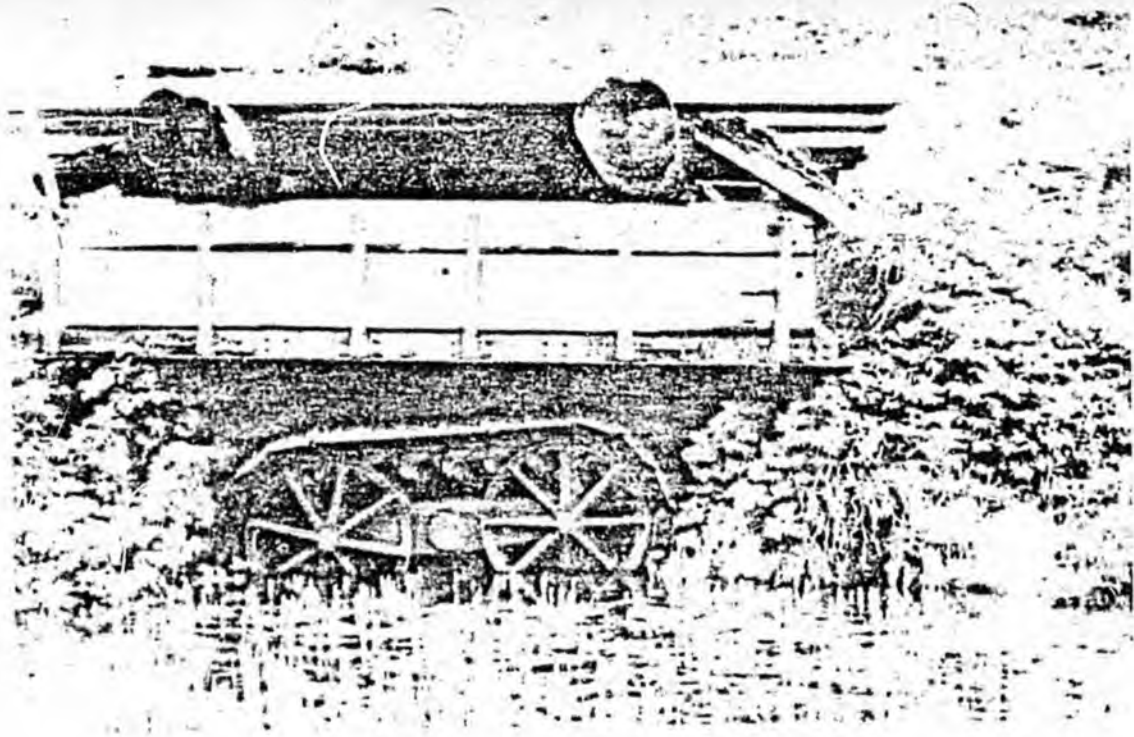


Abandoned Engineer Construction Vehicles on Steel Matting Runway.  
USN

Japanese Model 94 (1934) 6 X 4 Utility Truck.

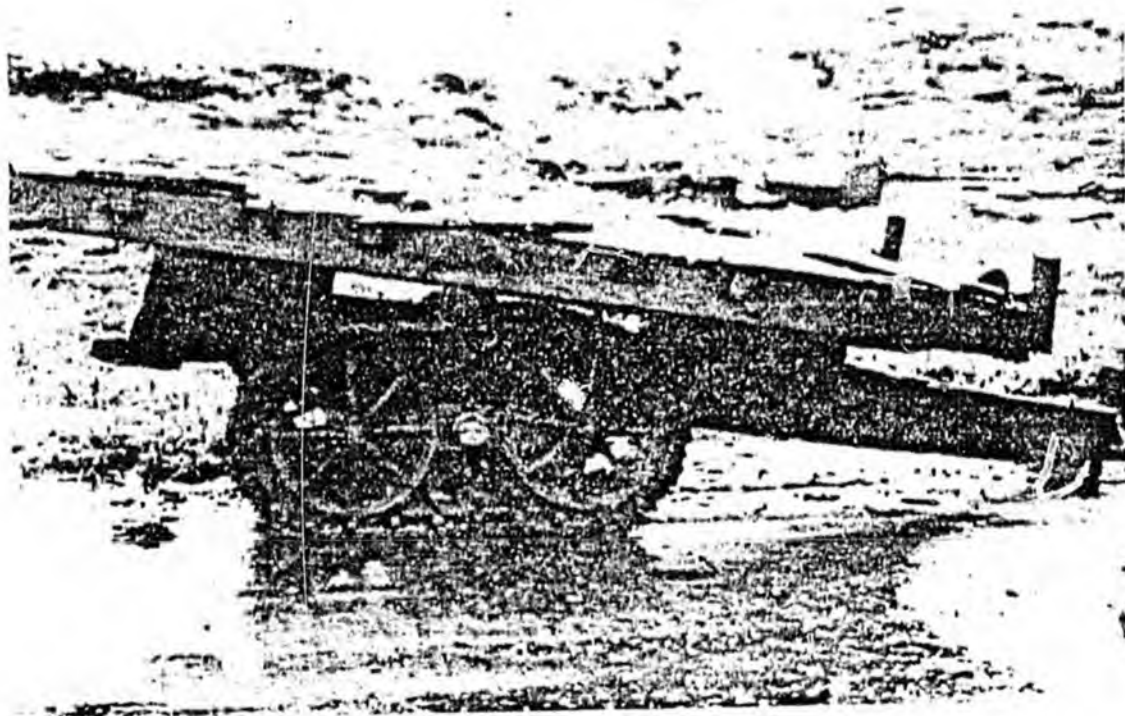
COE





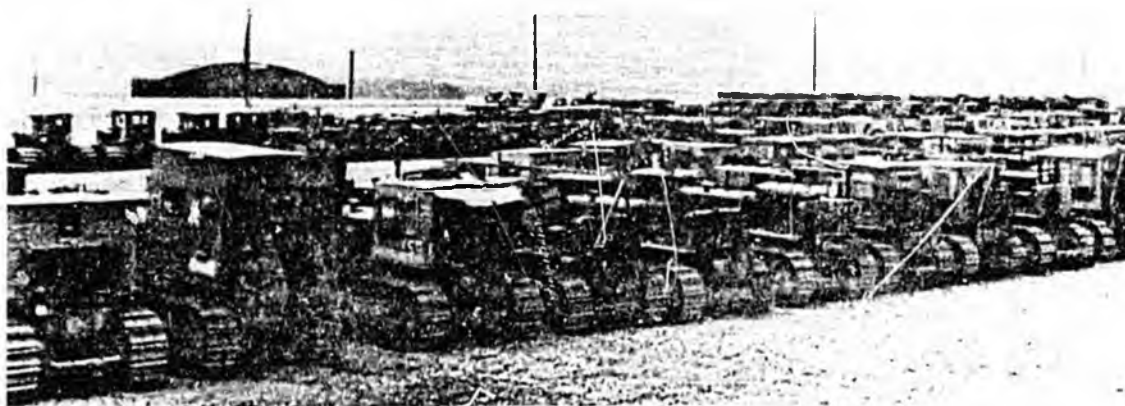
American Bulldozer-Pulled ATHEY Vehicle.

COE



Heavy equipment: (such as bulldozers and Cats) and vehicles (such as trucks) were all buried in the Aleutian Island.

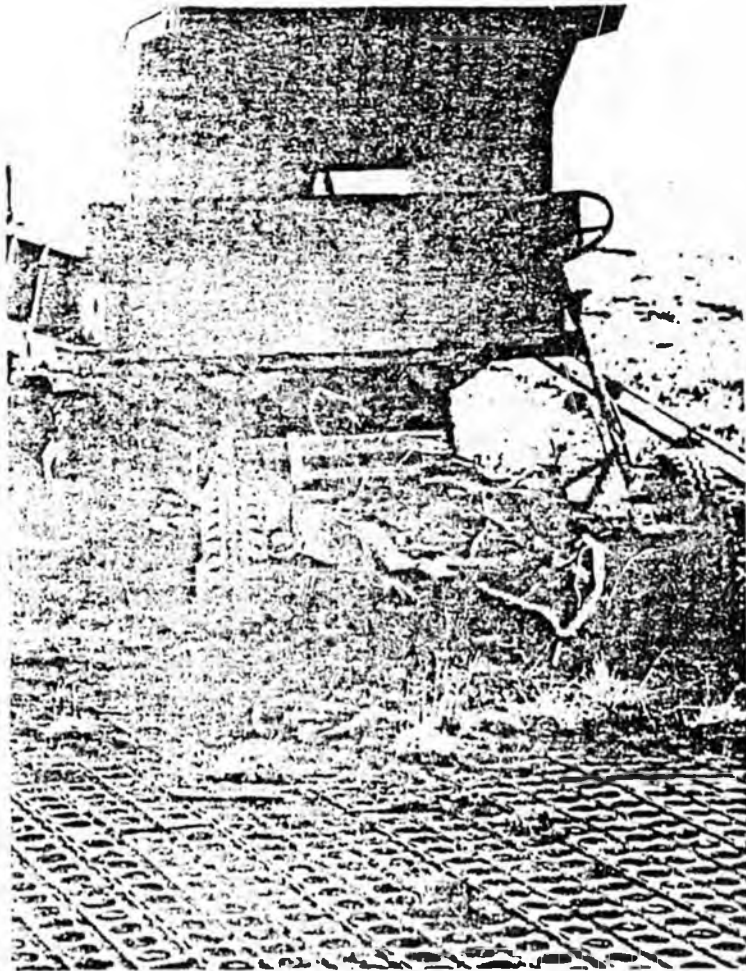
USA



In closing the air bases in the Aleutians Islands after WW II, trenches were dug. Trucks and jeeps like these and staff cars were driven into the trenches and then completely buried.

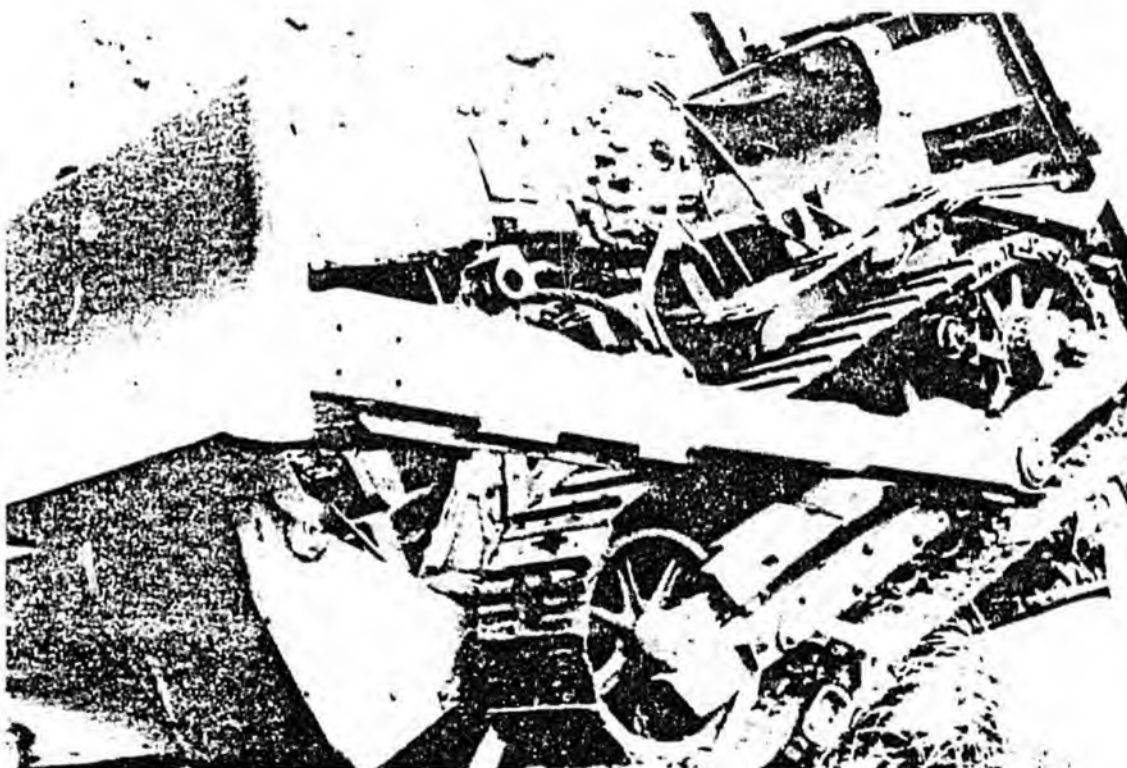
USAF





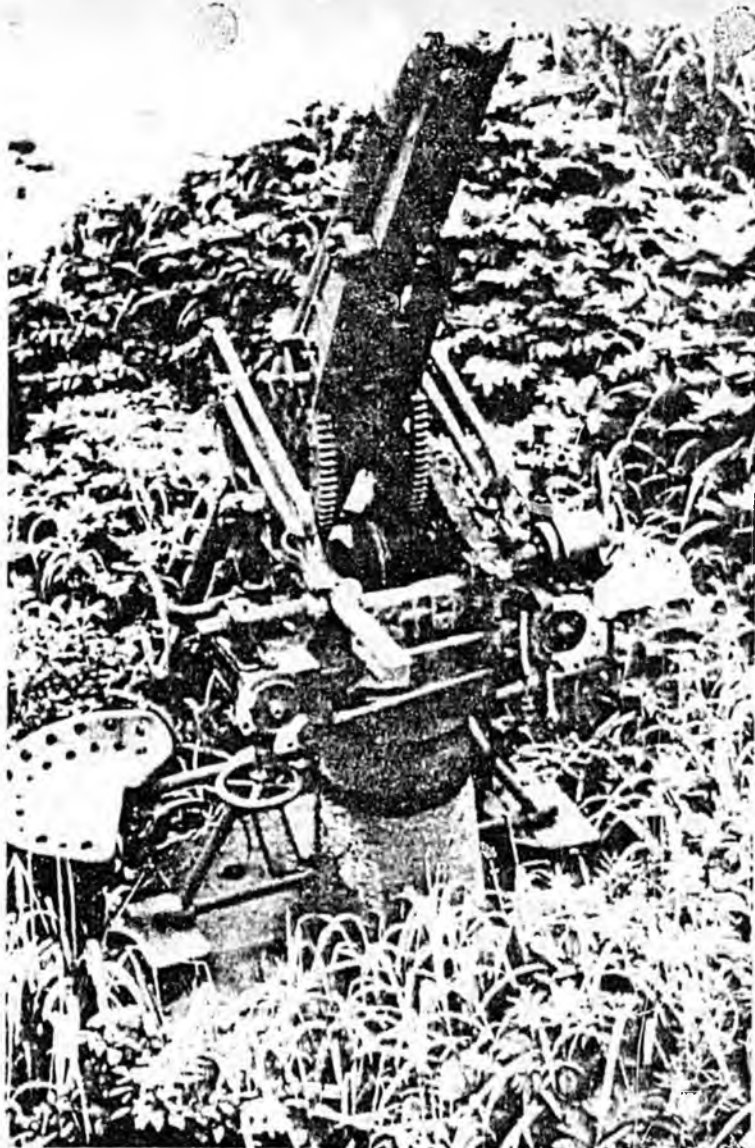
American 5CY Dump Truck on  
Runway Matting.

USN



Typical Remains of an Engineer  
Bulldozer.

COE



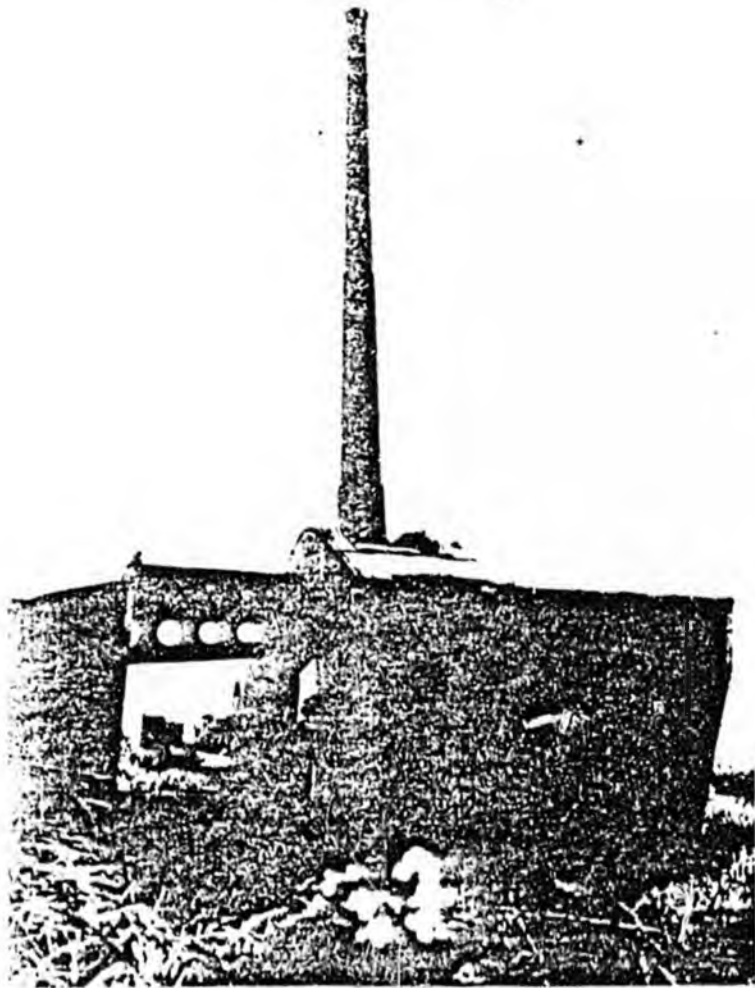
A Japanese gun, caliber unknown,  
sits on an Aleutian Island.

USFW

A Browning M1917A1, .30 mm water-  
cooled machine gun.

USFWS



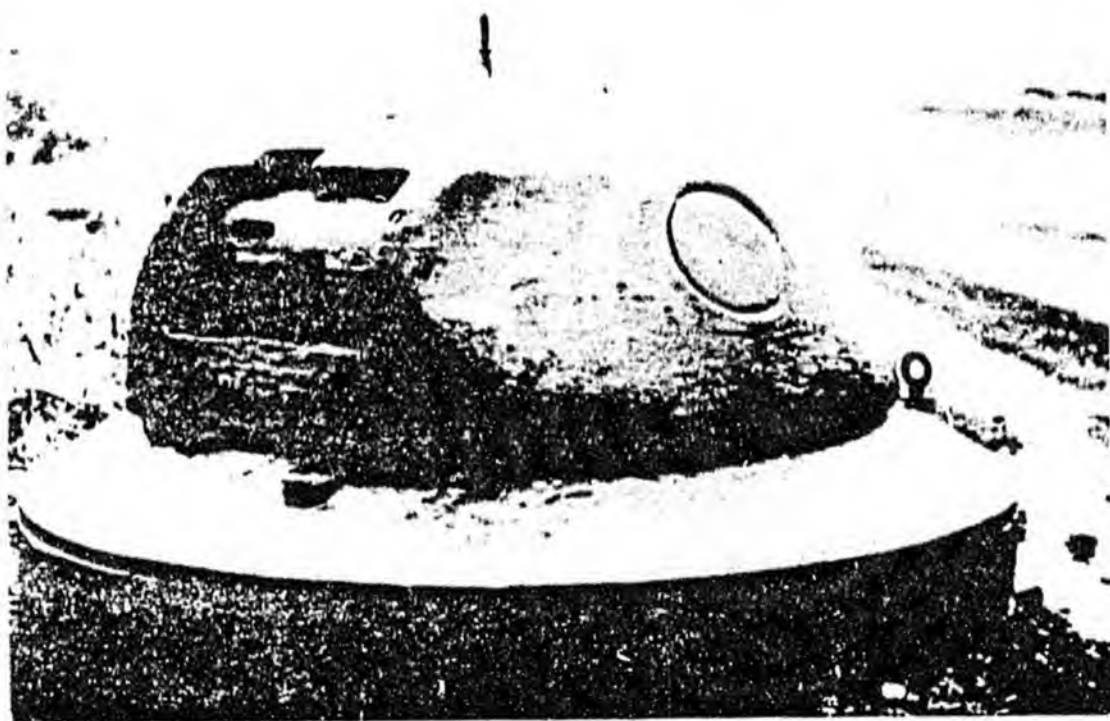


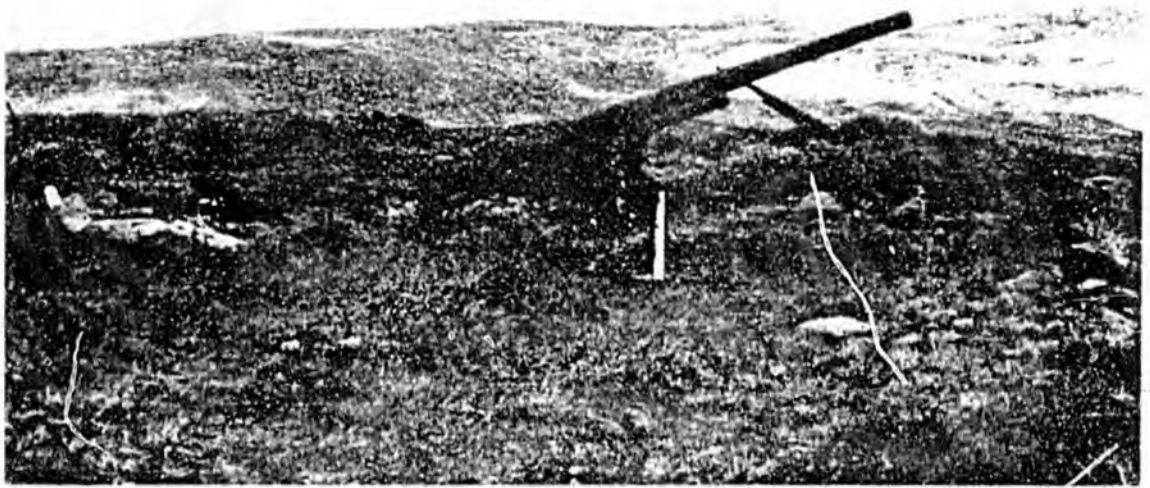
A 14 cm Coastal Gun, believed to be from the British Fortress at Singapore, Vintage 1900.

COE

The Renault Tank Turret was used for airfield defense.

COE



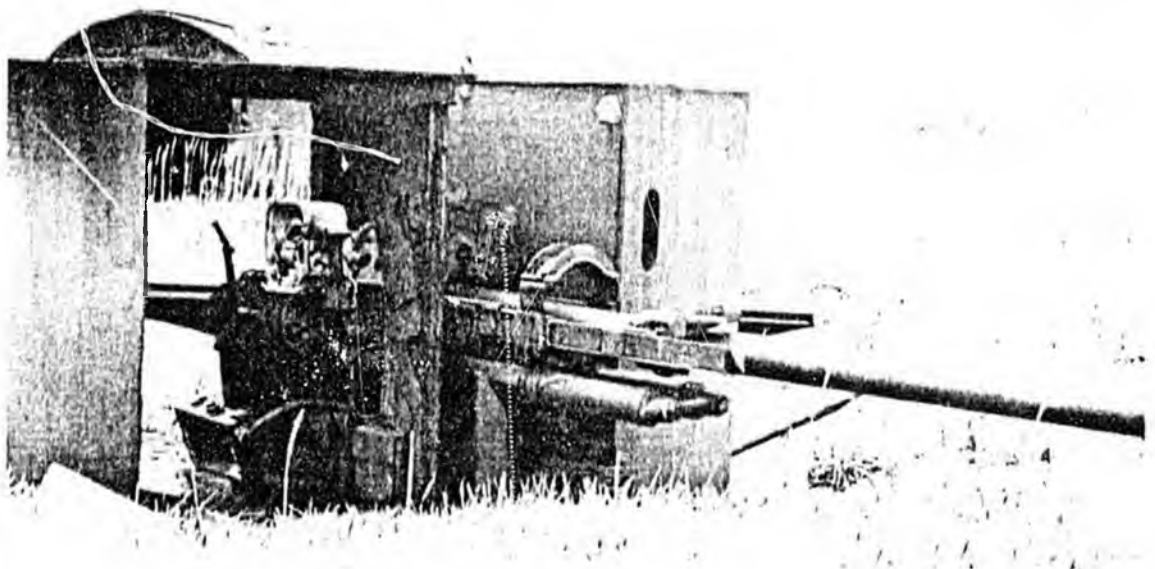


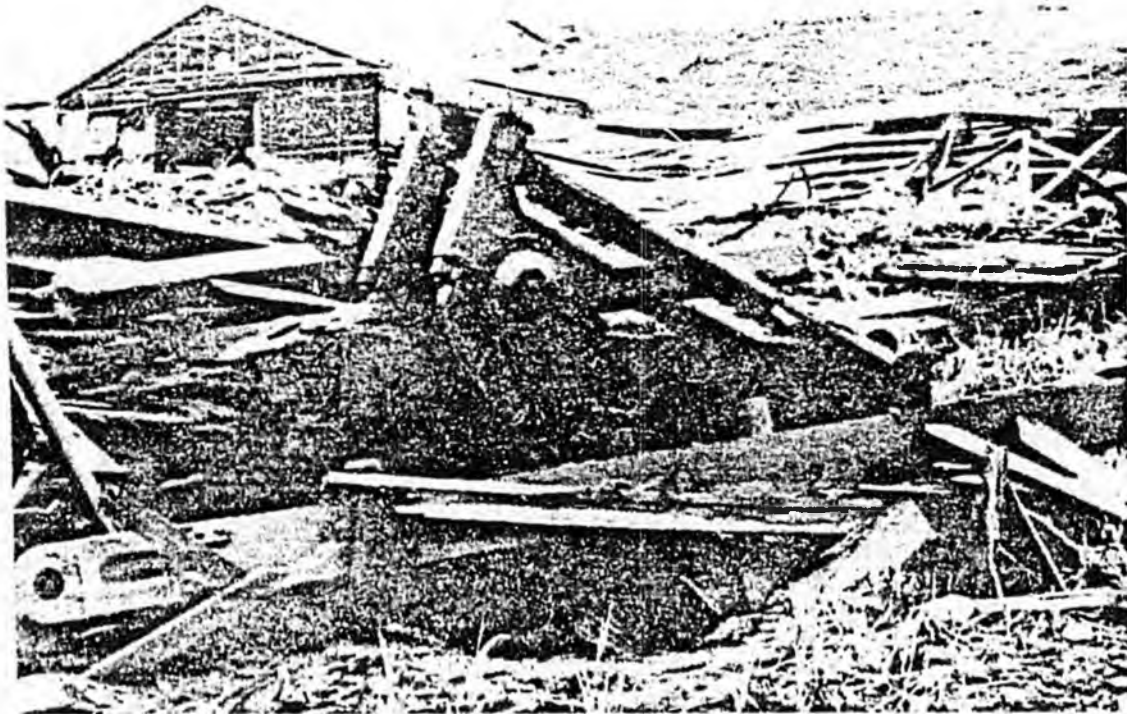
Japanese 75 mm Anti-Aircraft Guns still in position.

COE

An American 3-inch Coastal Gun.

COE



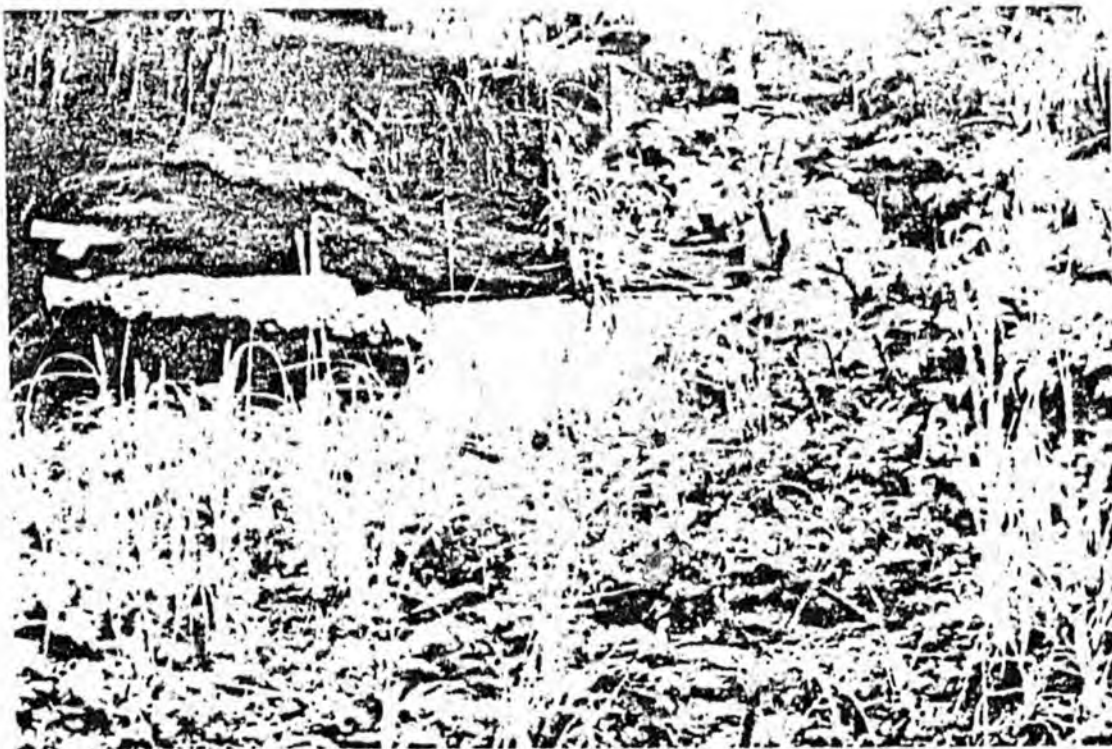


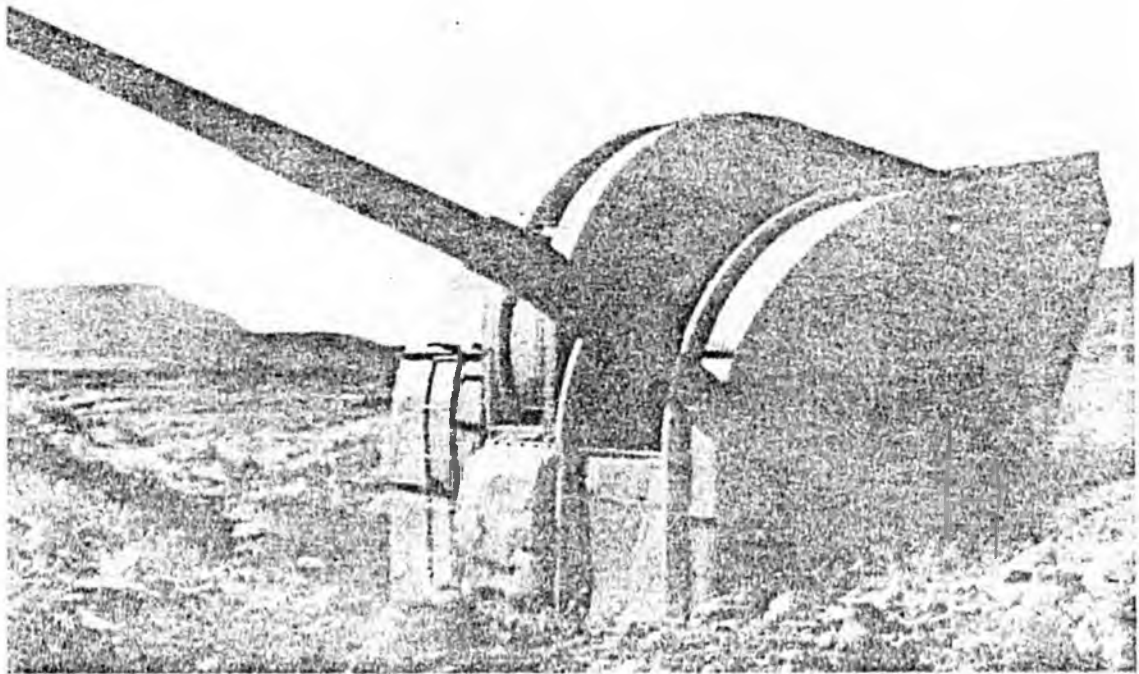
Present Dock Area and Remains of 155 mm Gun Carriage.

COE

This lush vegetation has practically hidden this Japanese 75 mm battery.

COE



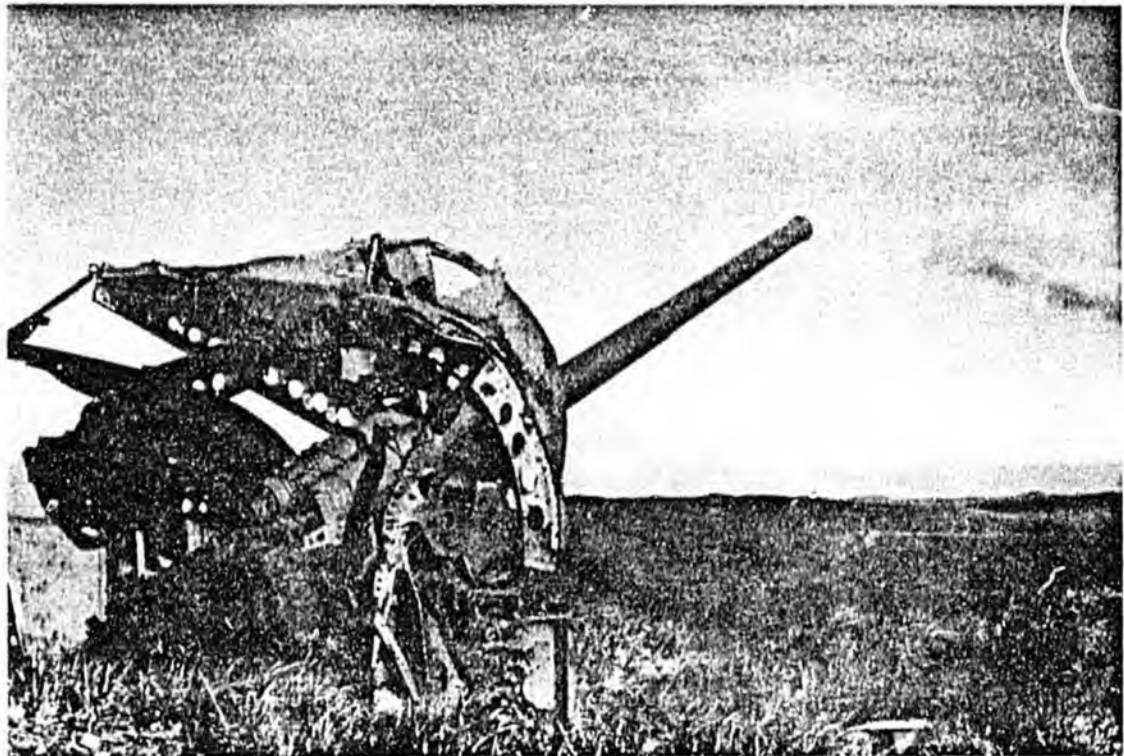


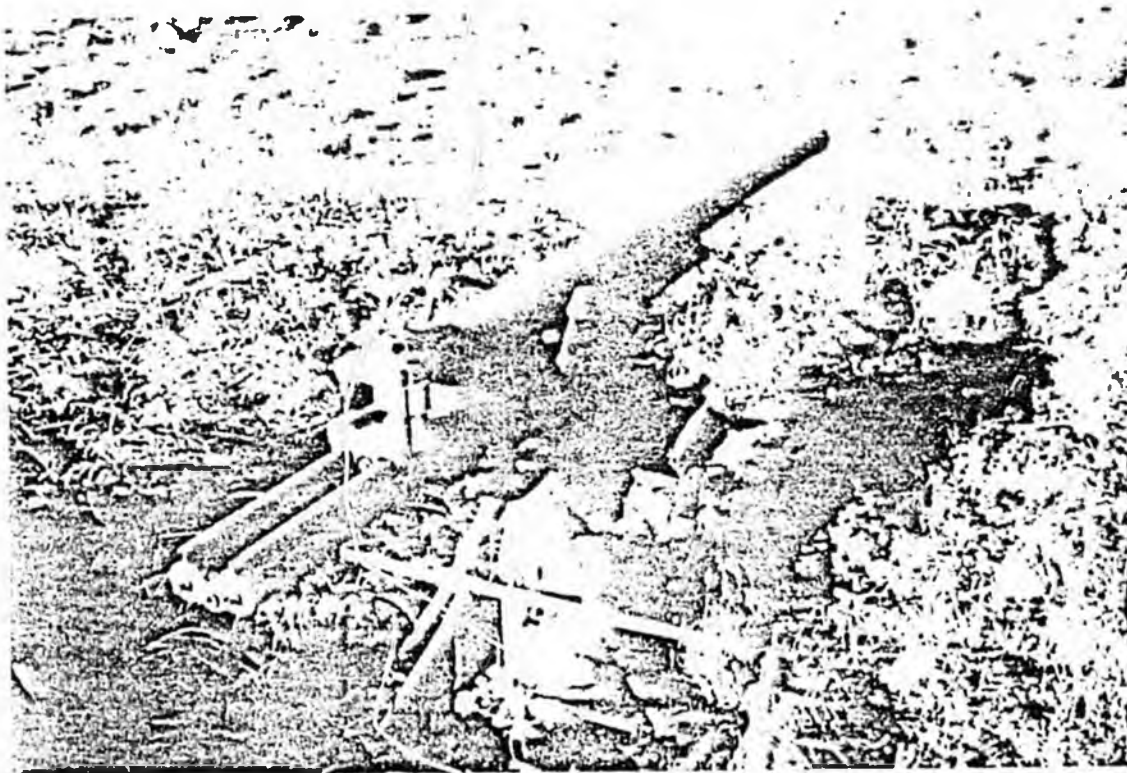
A captured British Model 3 (1914), 12 cm naval Gun used by the Japanese in defense of an Aleutian.

COE

A British Model 14 cm Coastal Gun.

COE



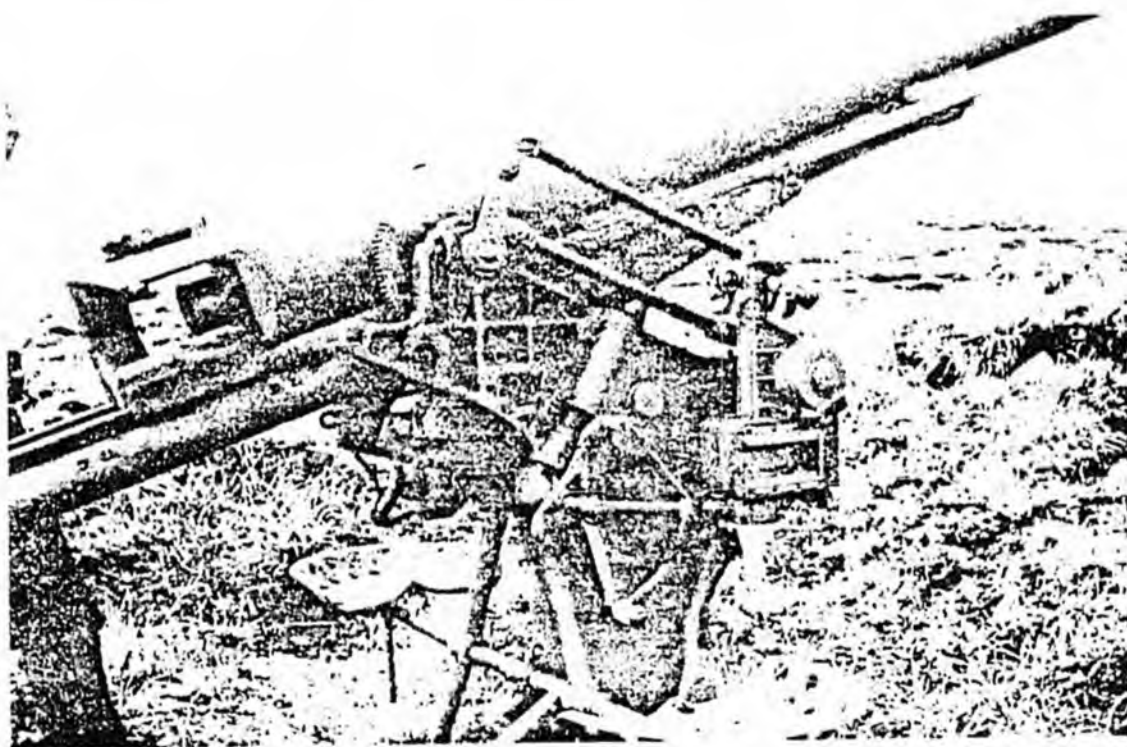


A Japanese Anti-Aircraft F Gun 75 mm.

COE

A Japanese Model 88 (1928), 75 mm Anti-Aircraft Gun.

COE



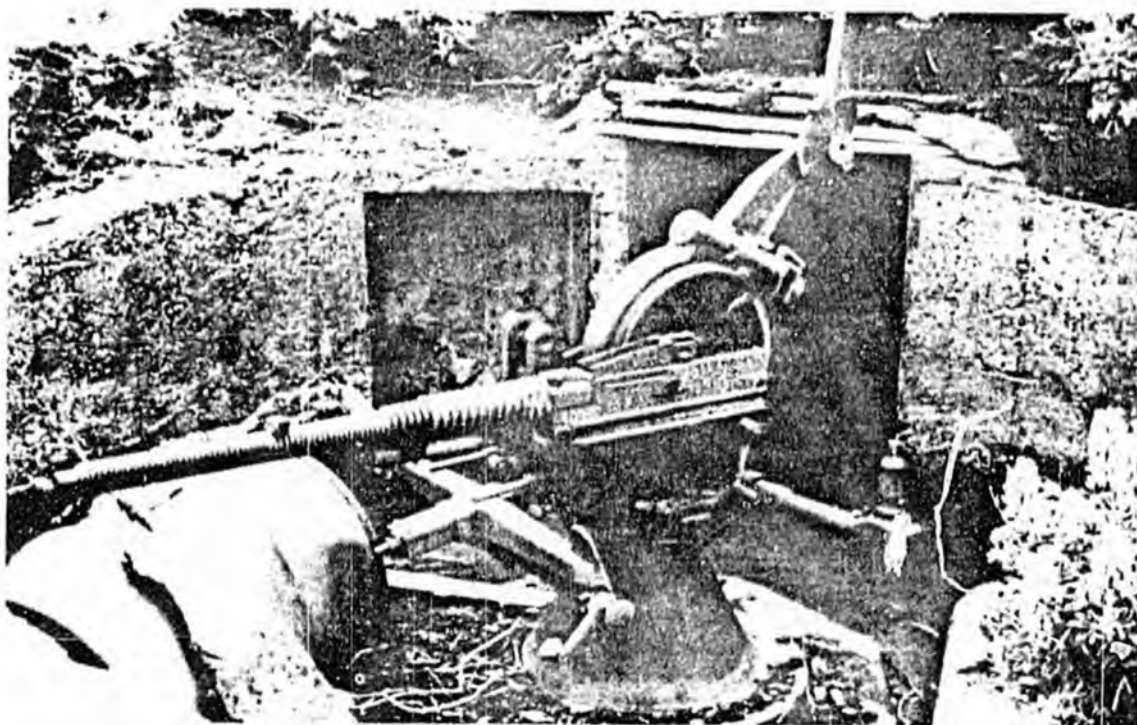


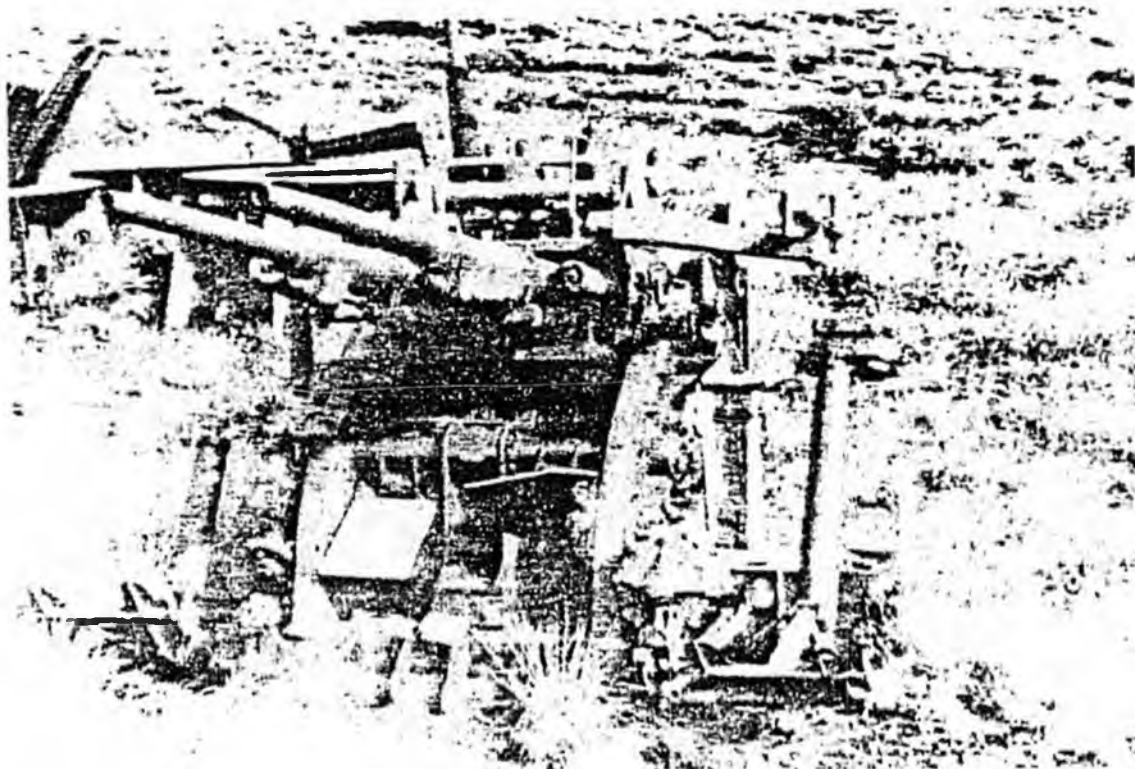
Japanese Model 96 (1936), Type 2, 25 mm Anti-aircraft Gun and Mount. This gun is very rare and was not extensively used by the Japanese.

COE

Japanese Model 93 Heavy Machine Gun, 13.3 mm on an Anti-Aircraft Mount.

USFWS



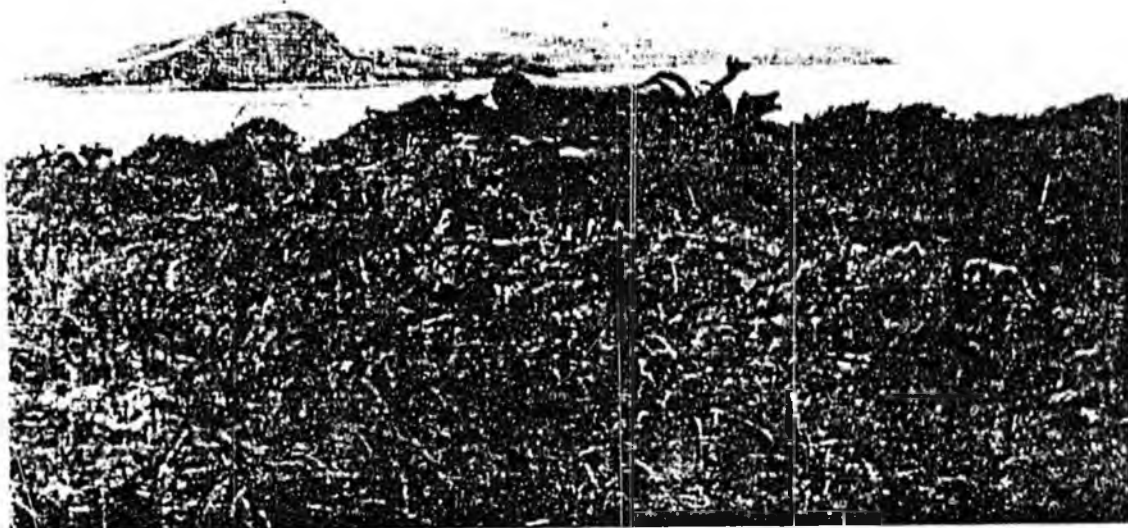


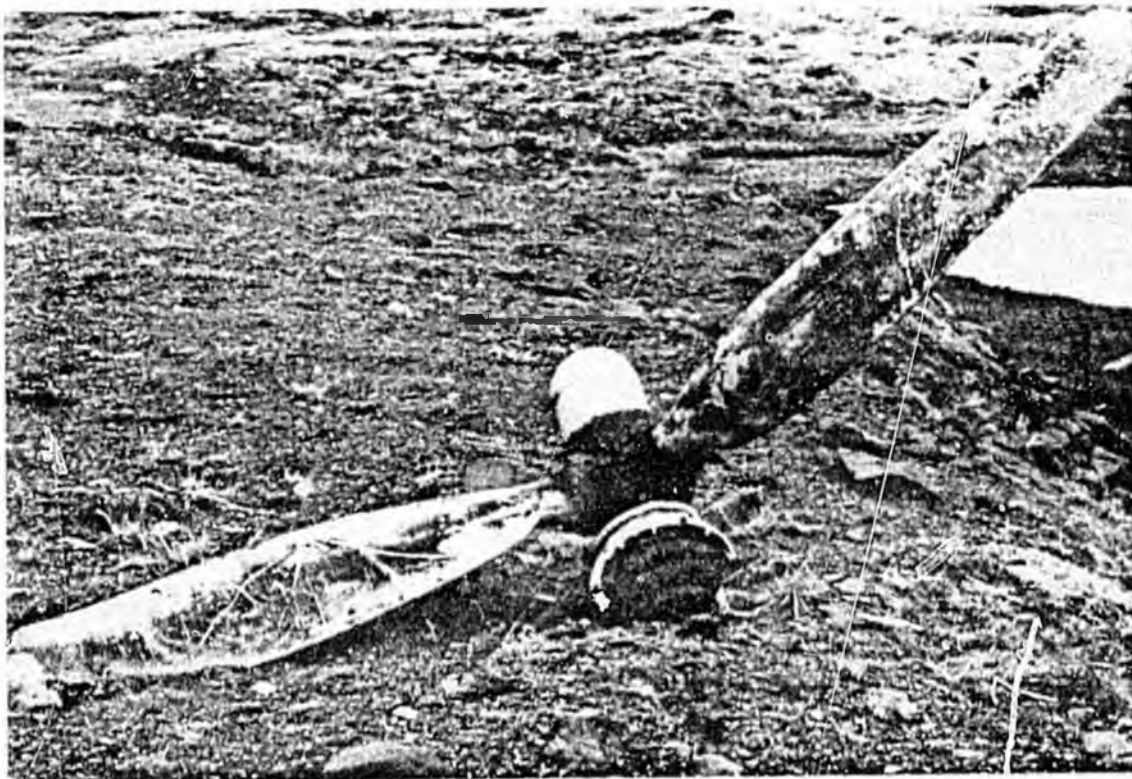
Japanese Anti-Aircraft Battery Featuring Model 93 (1933), 13.2 mm Dual Machine Guns.

COE

The largest of the Japanese Anti-Aircraft Guns were the 90 mm Models.

COE





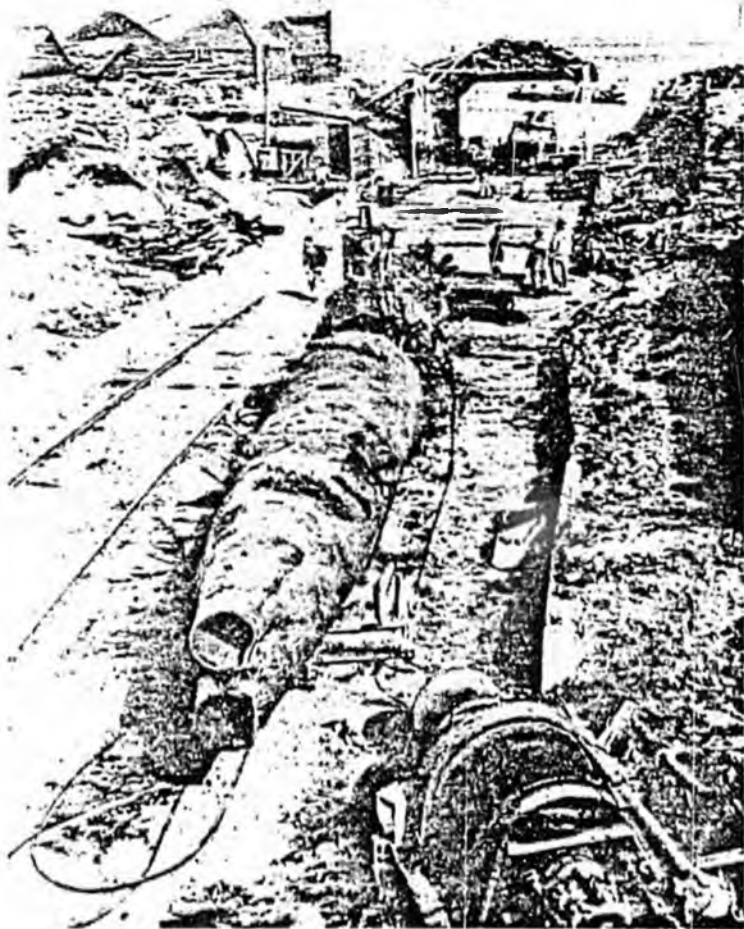
A propeller of a B-24 Liberator is one of the many items that are still lying around in the Aleutians.

USAFWS

WW II pinups and drawings are in many of the quonset huts in the Aleutians Islands.

CAS



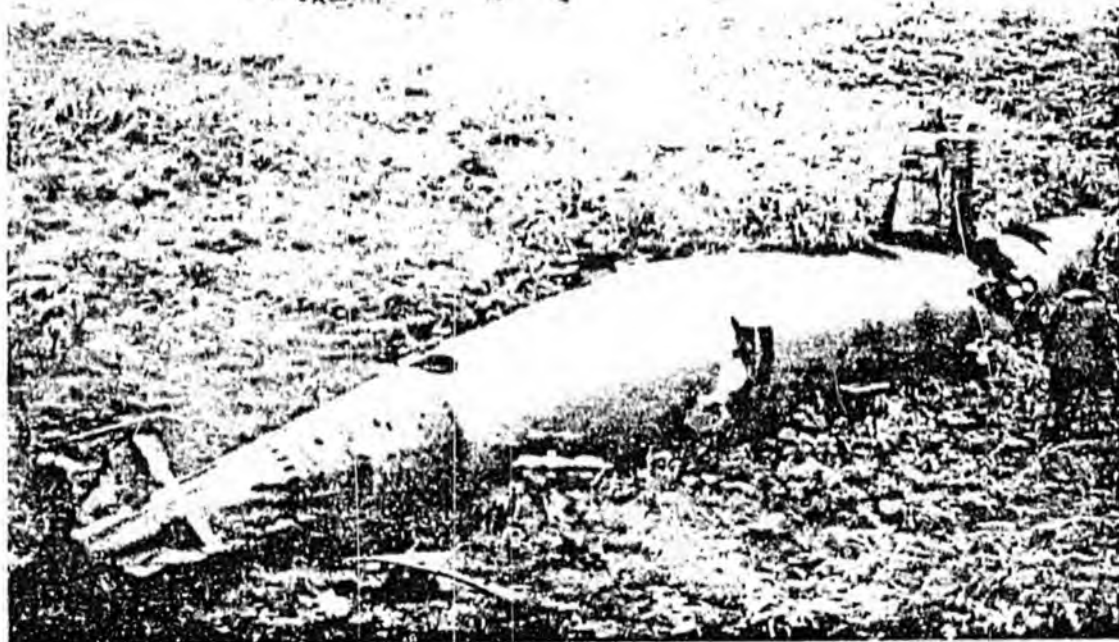


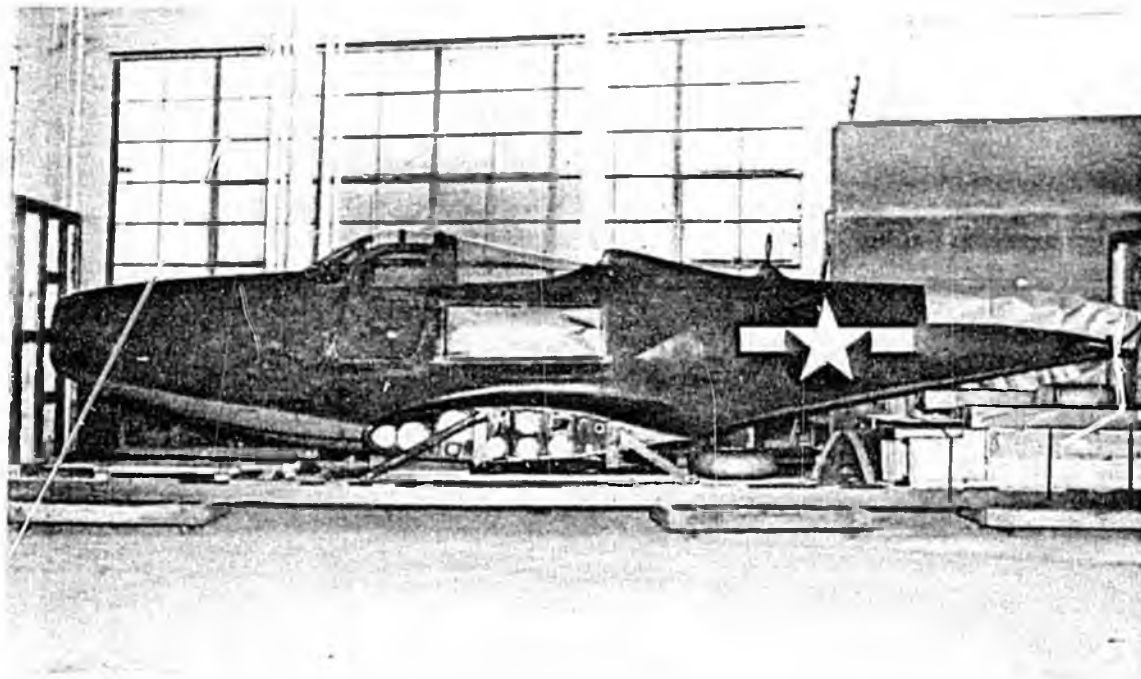
Shown in the picture is a Japanese mini sub in 1943.

USA

The same Japanese submarine sits today in the Aleutians.

USFWS





A P-63 King Cobra is shown in a packing crate to be shipped to Russia. Two dump areas in the Aleutians were located that have a P-39's and P-40's buried in the similar crates.

BAT

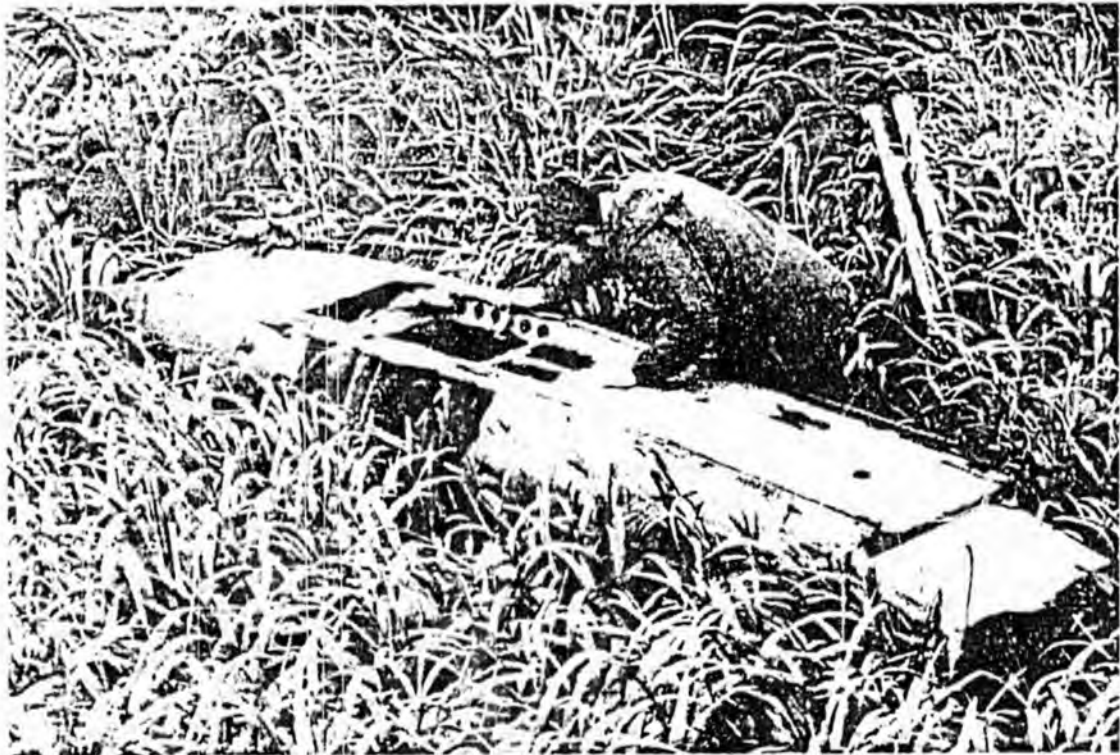
After WW II the P-38 Lightning fuselages were buried alongside the runways of many of the Aleutian Islands.

USAF





Shown in the photos are a Japanese stabilizer and a Japanese float which are some of the aircraft parts that are just lying on the Aleutian Islands. USFWS



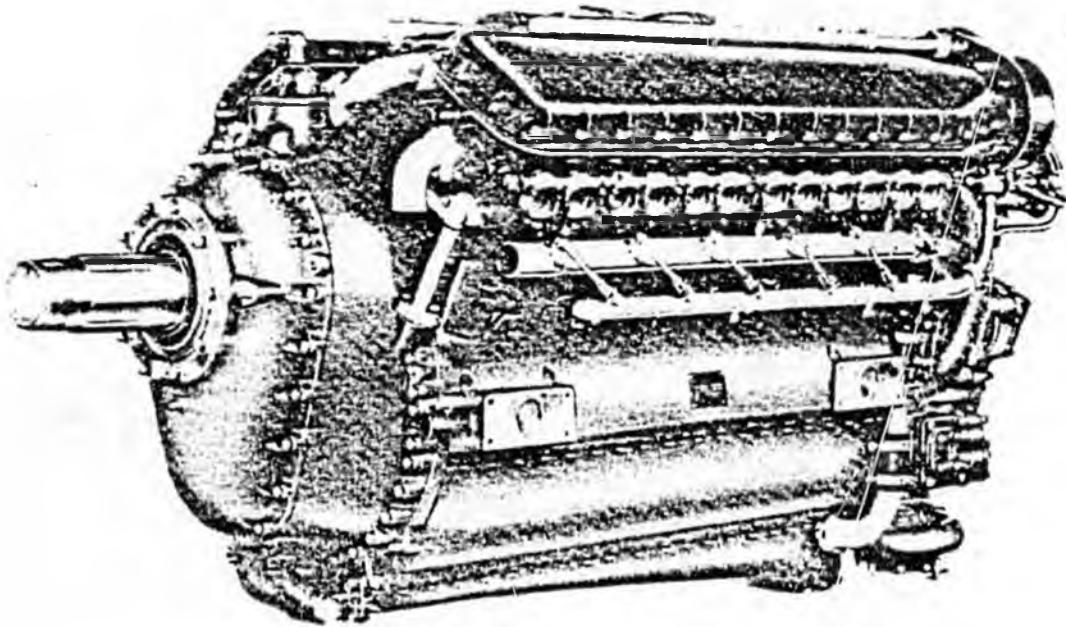
A Grumman Duck fuselage and a T-6 Trainer sit in a dump area next to a fresh water lake in the Aleutians. TS



This C-47 fuselage was located in an Aleutian dump area.

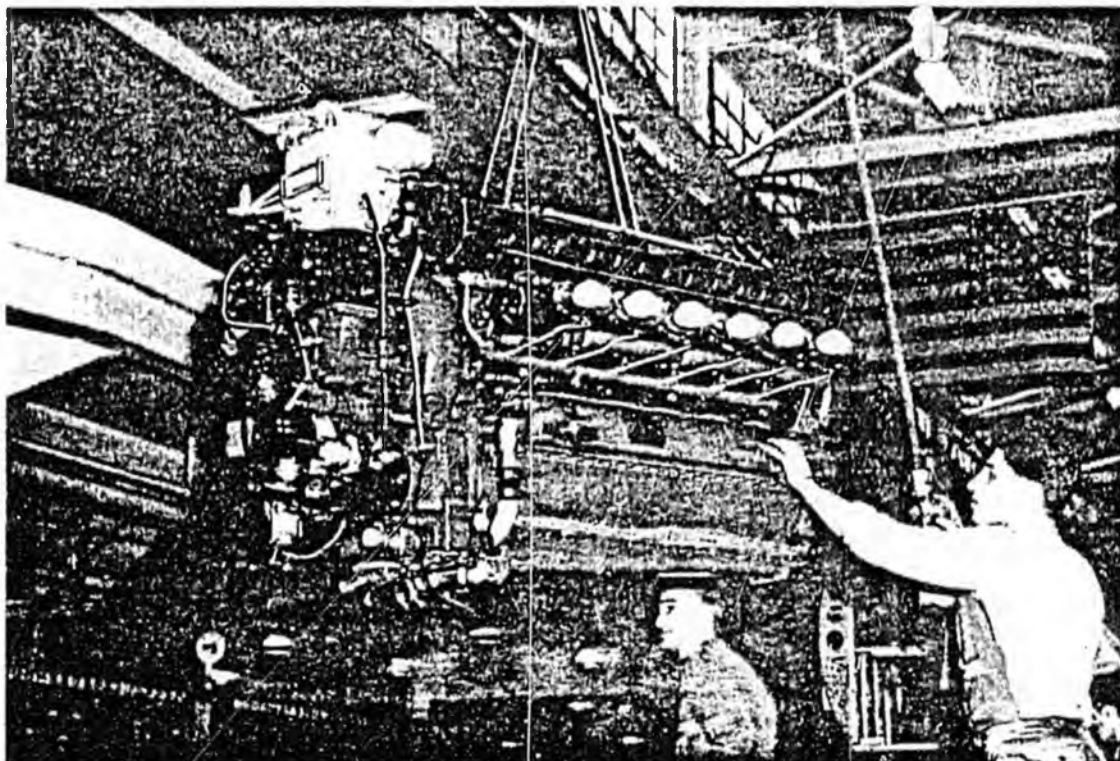
USFWS

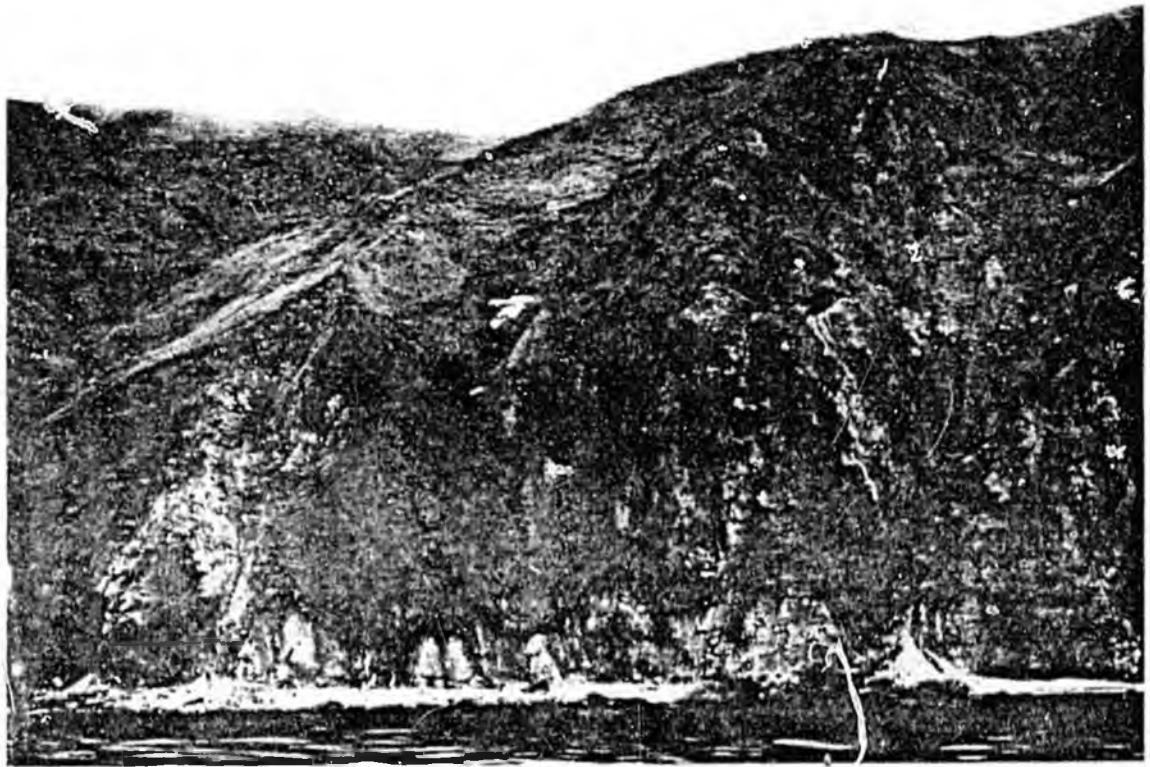




This is a P-38 Allison V-1710F series engine. Four dump areas were located in which these type of engines were buried in packing cylinders.  
ADGM

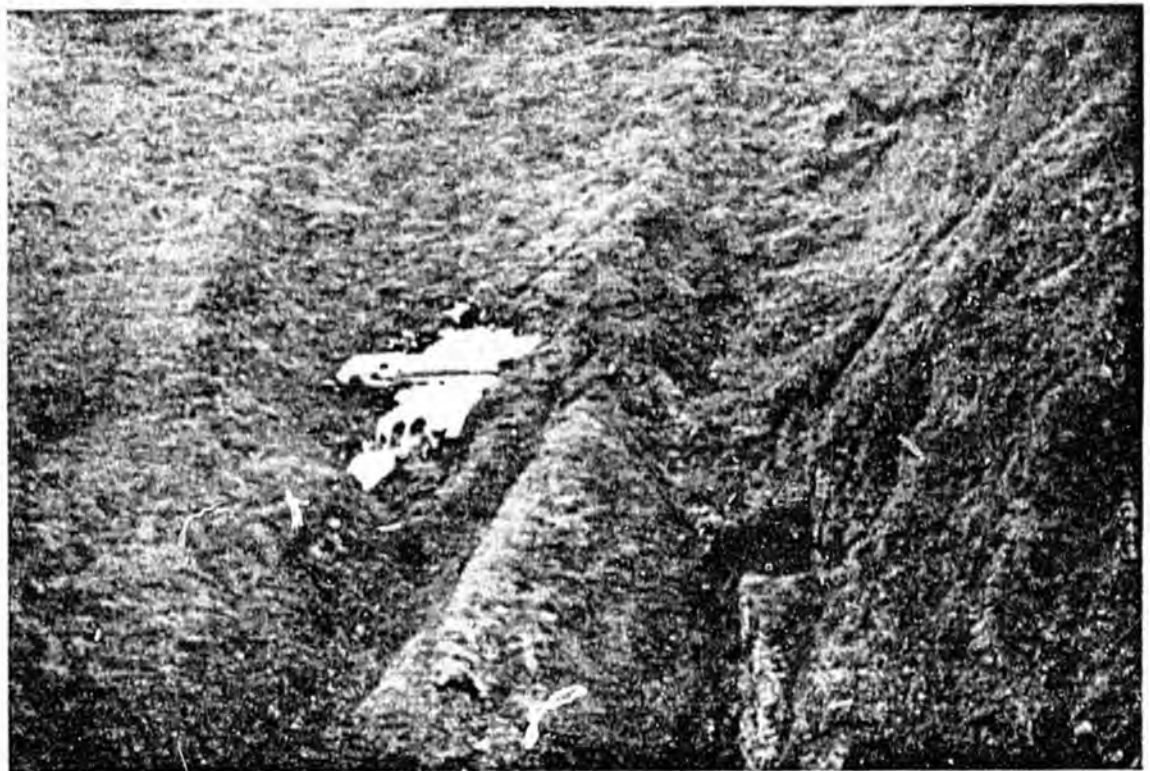
This P-39 Allison engine is being lowered down into the aircraft. In four dump areas, they had buried brand new Allison engines of this type.  
BAT

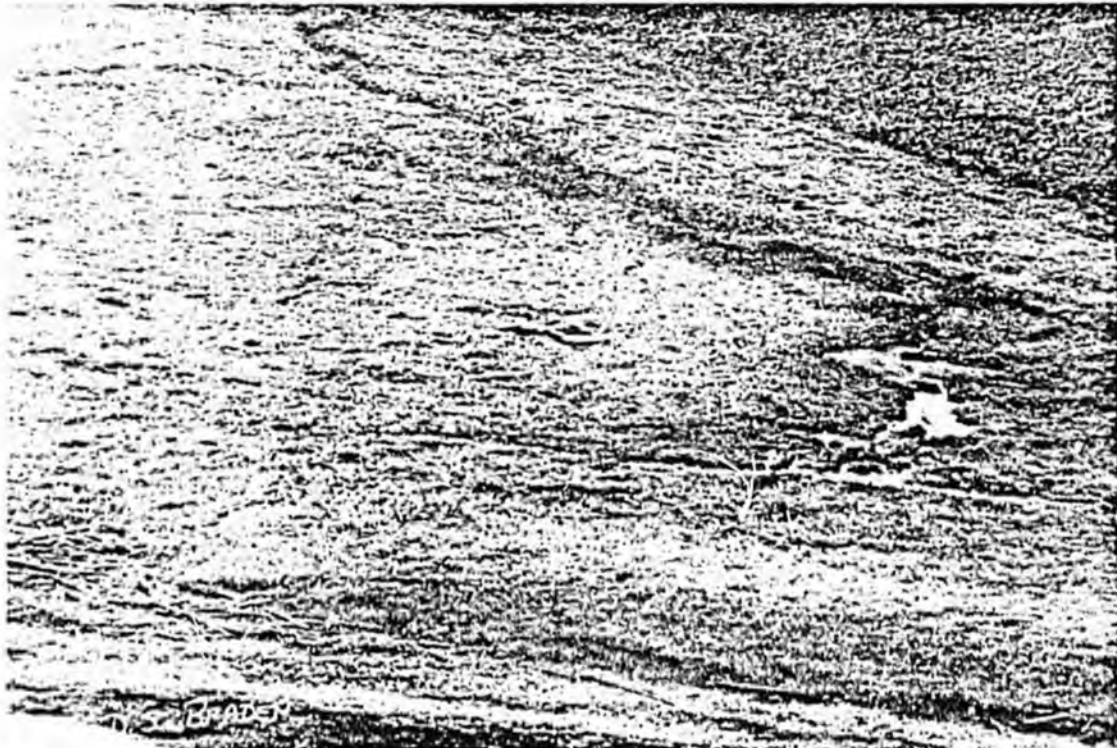




This B-25 Mitchell went down on a hillside in the Aleutians some time during the Aleutian Campaign.

USFWS





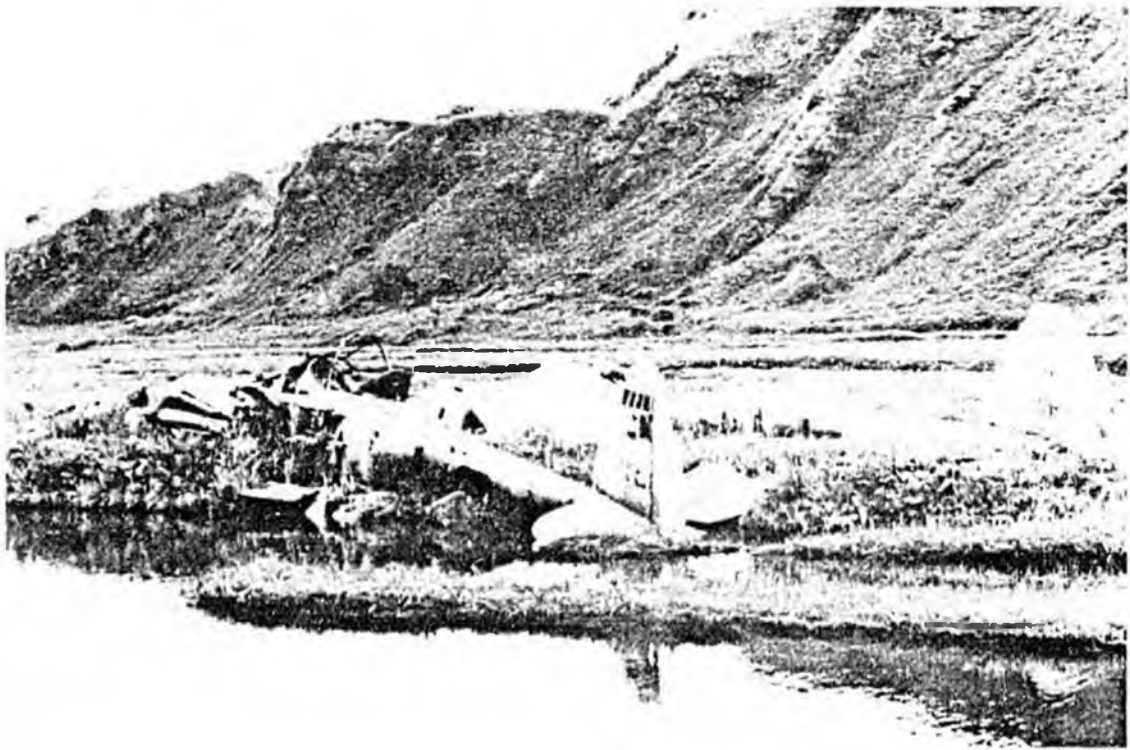
Aerial view of a P-38 Lightning that beached in on an Aleutian Island.

DSB

On a ground view showing the P-38 which the USAF blew up to dispose off the radar equipment after the Aleutian Campaign.

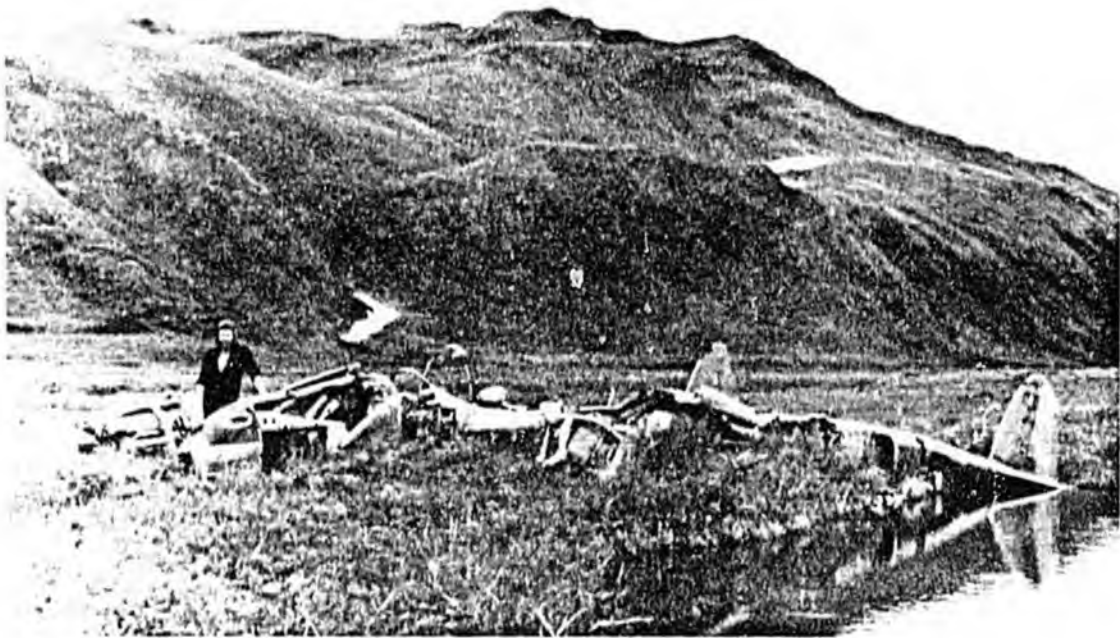
USFWS

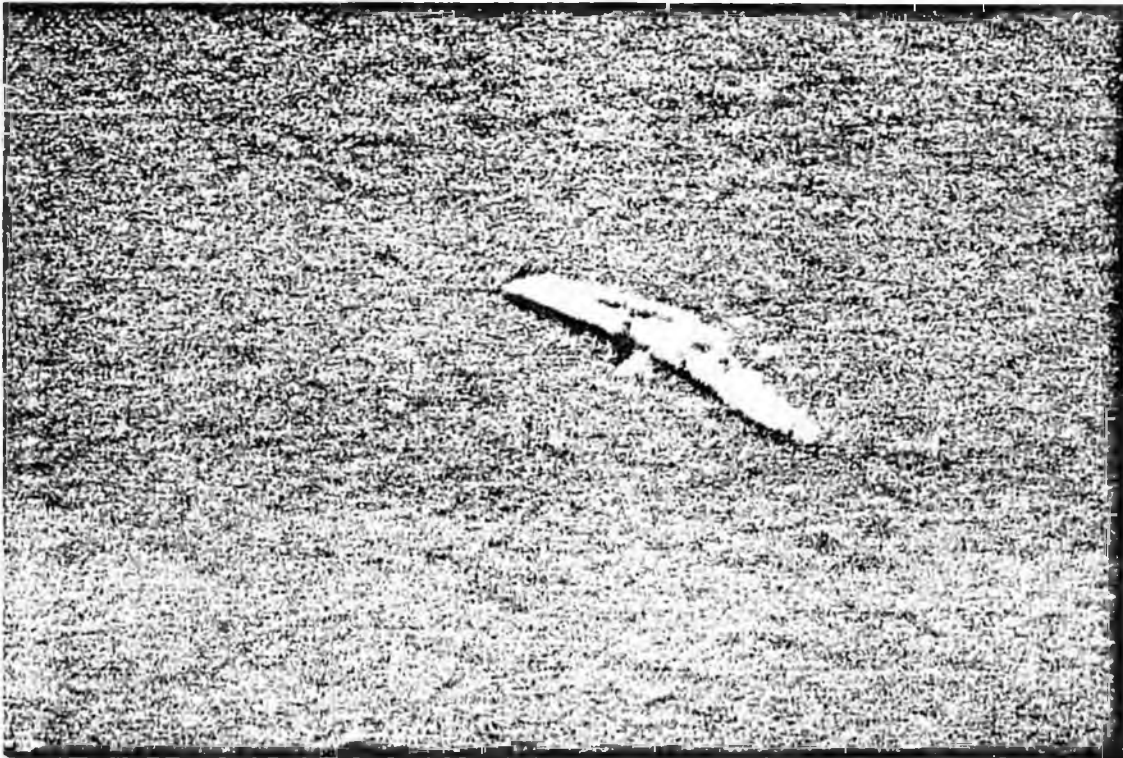




A P-38 that bellied in because of bad weather condition sits on a deserted island in the Aleutians. The aircraft is intact.

USFWS



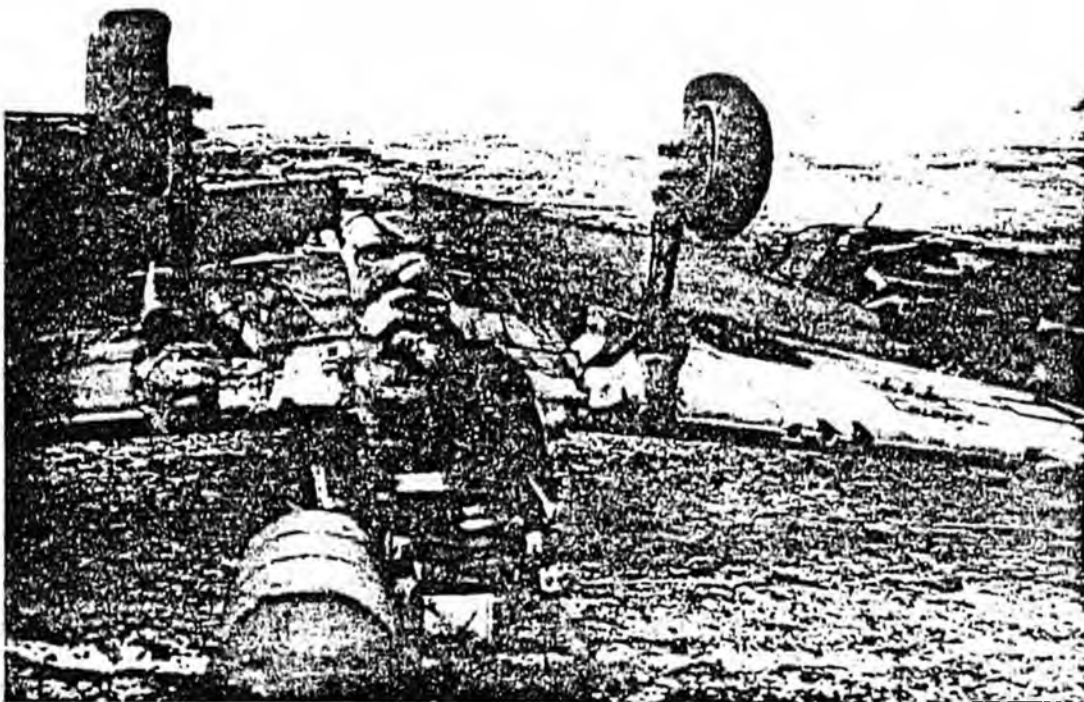


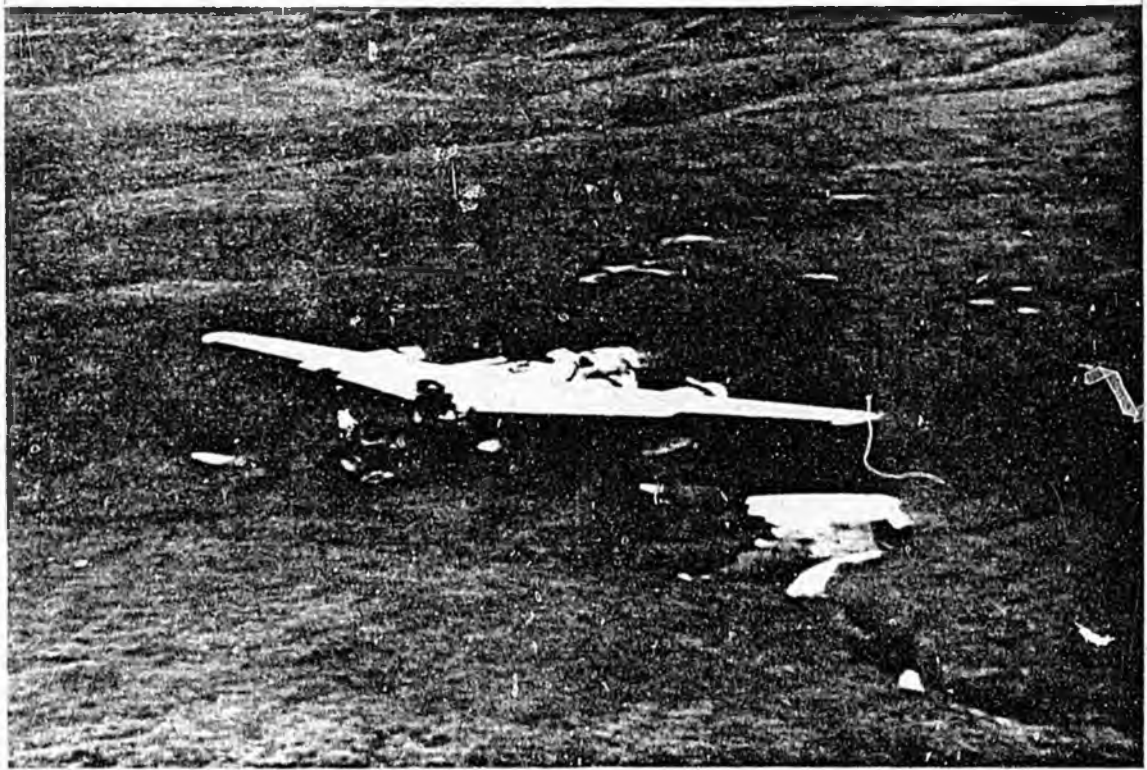
An aerial view of a P-40 that landed on an island in the Aleutians. Its tail section was removed by illegal salvagers.

USHAFM

Five of these Curtiss P-40's are sitting in the Aleutians today with their engines removed.

USA

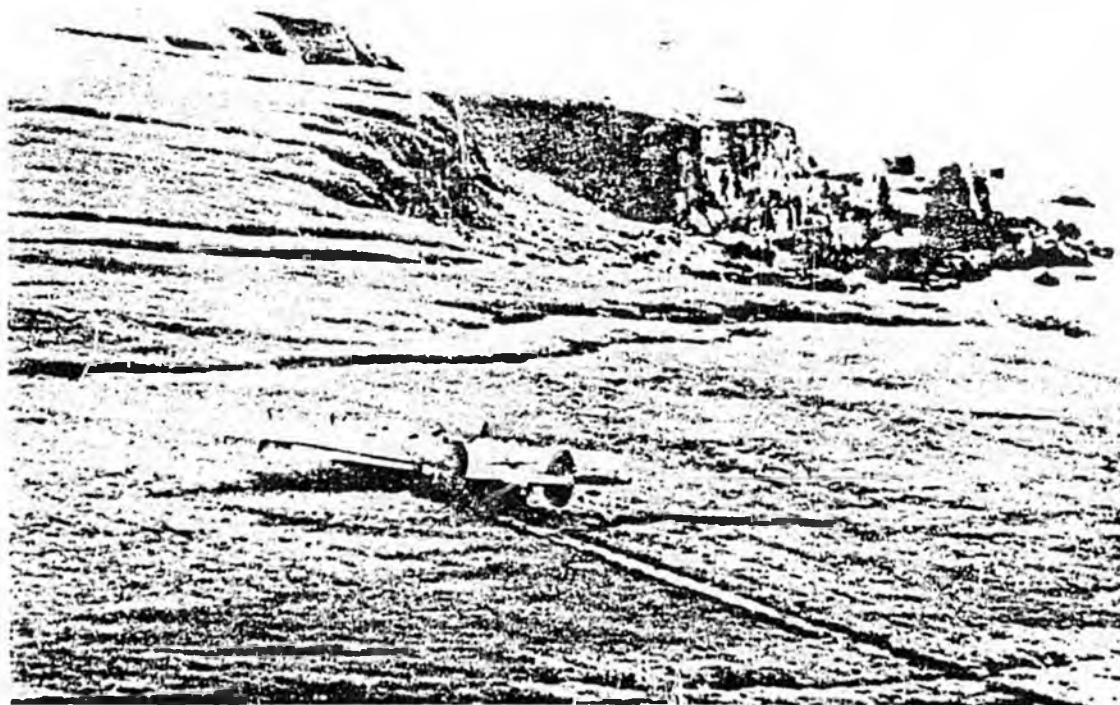




This B-24 Liberator bellied in on an Aleutian Island. Few years ago the U.S. Coast Guard went into the area and removed its machine guns.

USCG

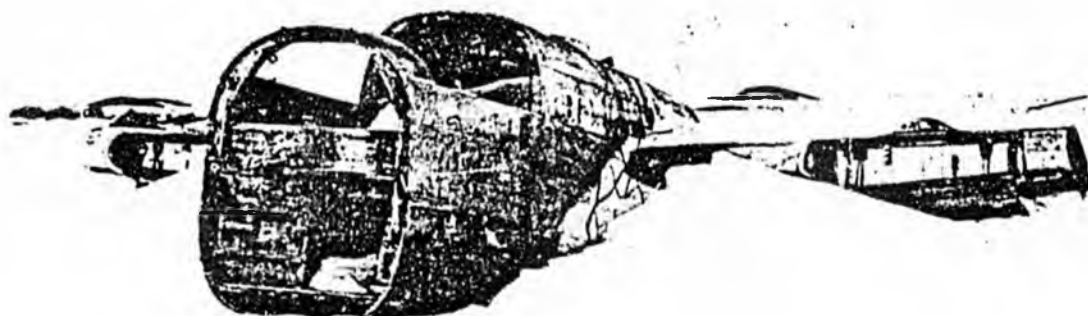




The last report on this B-24 Liberator is that somebody attempted to dismantle its wings and engines then abandoned removing them because of the Preservation Laws. The aircraft still sits there today in an Aleutian Islands. USAF

This is a Lend Lease B-25 sitting at a dump area in the Interior.

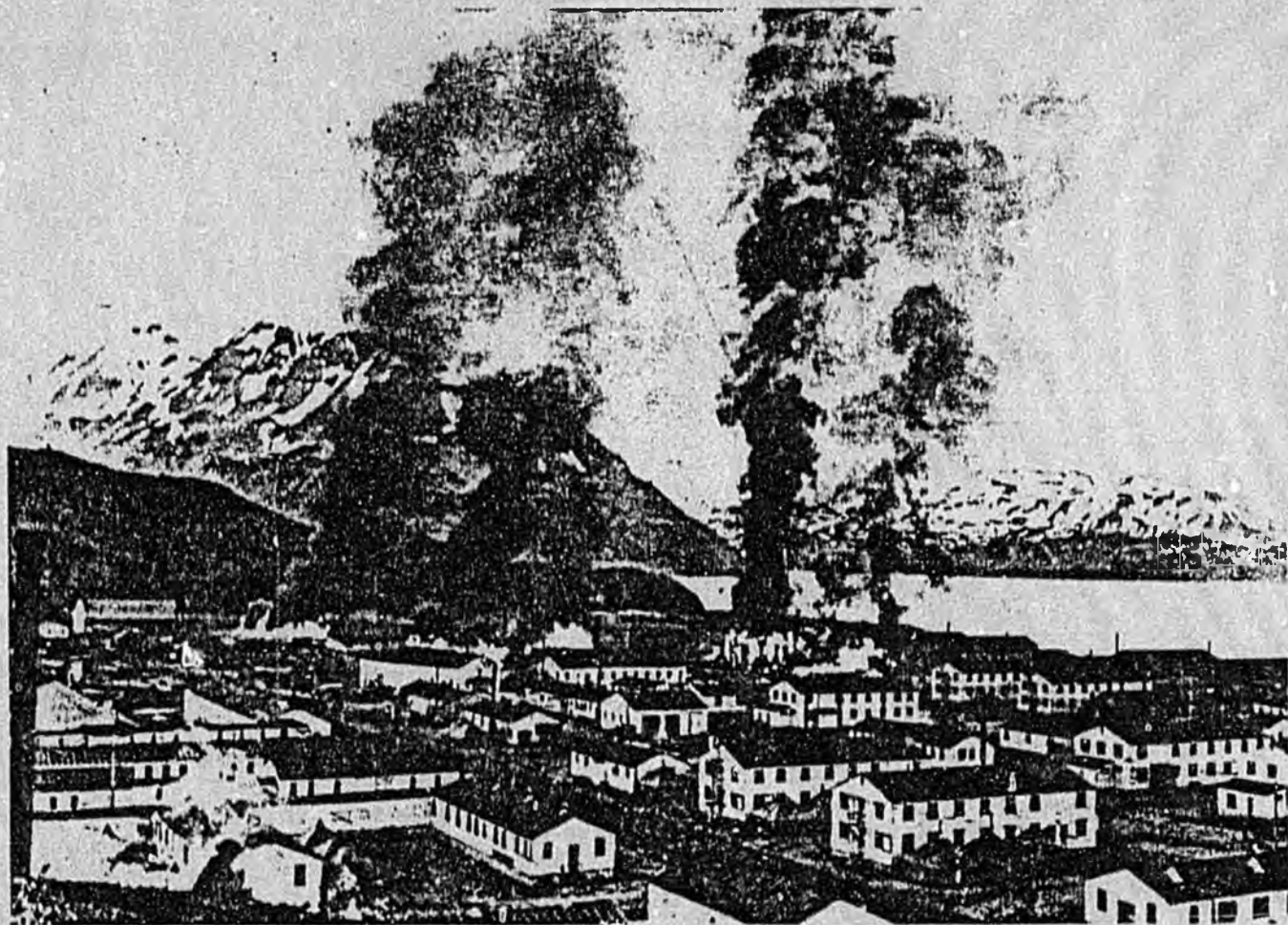
MFC



# THE FORGOTTEN WAR



## ALEUTIAN ISLANDS



**JAPANESE BOMB DUTCH HARBOR, ALASKA, TWICE;**

## THE FORGOTTEN WAR - INTRODUCTION

### World War II Period (1940-1945)

This brief period was the most catastrophic, from almost any perspective, since first Russian contact. Just as the Aleutian Archipelago was the first area occupied by eastward-expanding Russian fur traders, so the islands were vulnerable for occupation by expanding Japanese military units during World War II. Naturally the Aleuts and their island homeland received the brunt of this international conflict.

### Outline of Military Occupation

Prior to the war, the only military installation in the Aleutians-lower Alaska Peninsula was the Naval Radio Station and Coast Guard Station, Unalaska. With the increased possibility of a Pacific and European war, plans were made in 1939 to increase the defensive and strategic capability of Alaska Territory. Besides mainland (Ladd Field and Fort Richardson) and Kodiak military bases, which were operational by the attack on Pearl Harbor (December 7, 1941), construction was extended to the Aleutians proper with the expansion of Dutch Harbor by the Army and Navy (1940) and the construction of the secret air base at northeastern Umnak (December, 1941-January, 1942). The latter field played an important part in repulsing the Japanese bombing attack on Dutch Harbor, June 3-4, 1942.

As a result of Alaskan vulnerability demonstrated by the Dutch Harbor attack and the Japanese occupation of Attu-Kiska on June 7-8, it was clear that a massive buildup was required to halt expansion of, and eventually remove, the Japanese garrison. Army and Navy installations, therefore, continued to be built westward along the chain; these include (with garrison activation dates indicated) Cold Bay (Fort Randall; January, 1942), Dutch Harbor (Fort Mears; May, 1941; and Dutch Harbor Naval Operating Base), Umnak-Chernovski (Fort Glenn; January, 1942), Atka (September, 1942), Adak (c. September-October, 1942), Amchitka (January, 1943), Shemya (May, 1943), and St. Paul (September, 1942). After the Battle of Attu (May, 1943) and the invasion of Kiska (August, 1943), those former Japanese bases were enlarged and defended. Many other minor fueling, repair, radio, and weather stations were established on other islands.

By the fall of 1943, the Aleutians were no longer a battleground, but they became a jumping-off point for bombing flights against the Japanese-held Kurile Islands, north of Japan. During the Attu and Kiska campaigns, over 200,000 troops were stationed in the chain, but this number was cut after the Japanese defeat. However, the military bases were operational or on caretaker status through 1945. Adak and Shemya have been in continuous service as major Navy and Air Force installations respectively since World War II.

THE FORGOTTEN WAR - INTRODUCTION

(Continued)

The Aleutian-Alaskan theater had a number of "unique" characteristics within American military history. The Japanese attack on Dutch Harbor was the only air bombing attack on Alaska and American soil; by diluting their carrier force, the Japanese attack was central to the Japanese defeat in the Battle of Midway, the turning point in the Pacific war; a Japanese Zero which crashed intact at the Dutch Harbor attack was the first captured during the Pacific war and was studied intensively for flying characteristics; the Japanese occupation and subsequent battle for Attu and Kiska was the only foreign occupation of American soil since the War of 1812 and the only World War II military campaign to win back American land; the successful evacuation of over 5,000 Japanese troops from Kiska under fog was one of the greatest military achievements in recent military history; the loss of life and material due to weather was probably the highest of any World War II campaign; the Aleutian war was one of the most closely censored or "secret" wars fought during World War II; and the tremendous Alaska defense, caused by the Japanese attack in the Aleutians, including the Alaska Highway construction, building of air fields and bases, introduction of large numbers of southern U.S. residents to the territory, etc., was responsible for the postwar "opening up" of the territory and eventual statehood.

with very limited funds  
28 minutes on Ak. P.U.S.A.'s  
Involvement



Introduced: 1/9/84  
Referred: State Affairs and  
Finance

Funding Information  
General Fund \$250,000  
Other Funds - 0 -  
\$250,000

1 IN THE HOUSE

BY FRITZ BY REQUEST

2

HOUSE BILL NO. 470

3

IN THE LEGISLATURE OF THE STATE OF ALASKA

4

THIRTEENTH LEGISLATURE - SECOND SESSION

5

A BILL

6

For an Act entitled: "An Act making a special appropriation to the Office  
of the Governor for the expenses of the World War II  
History Commission; and providing for an effective  
date."

7

8

9

10 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:

11 \* Section 1. The sum of \$250,000 is appropriated from the general fund  
12 to the Office of the Governor, World War II History Commission for fiscal  
13 year 1984 operating expenses of the commission.

14 \* Sec. 2. The unexpended and unobligated portion of the appropriation  
15 made by this Act lapses into the general fund June 30, 1986.

16 \* Sec. 3. This Act takes effect on the effective date of an Act enti-  
17 tled "An Act relating to the creation of the World War II History Commis-  
18 sion."

# Proposal would block dredging firm

Associated Press

**Juneau** — Here is a list of bills and resolutions introduced in the state Senate and House on Wednesday, the 31st day of the second session of the 13th Alaska Legislature:

## Senate:

— **SJR 37**; requests that U.S. Army Corps of Engineers deny a permit to Northland Gold Dredging Co. for operations in the Tuluksak River-Granite Creek area; sponsored by Sen. John Sackell, R-Ruby.

— **SB 418**; would change date that Legislative sessions convene from second Monday in January to fourth Monday; sponsored by Sens. Fritz Pettyjohn, R-Anchorage, and

Frank Ferguson, D-Kotzebue.

— **SB 419**; would prevent maintenance, repair, remodeling or "similar activity" at governor's mansion without prior approval from state historical architect; introduced by Sens. Jan Falks, R-Anchorage; Pappy Moss, D-Delta Junction, Don Gilman, R-Kenai, and Paul Fischer, R-Soldotna.

— **SB 420**; makes special appropriation to Department of Environmental Conservation for water and sewer grants; introduced by Senate Finance Committee.

— **SB 421**; would change the manner in which claims for bid preparation costs are handled; introduced by the Senate Rules Committee by request of the governor.

— **SB 422**; would amend the Limited Entry Act dealing with subsequent transfer, and would make net family income fall within federal guidelines; introduced by the Senate Rules Committee by request of the governor.

— **SB 423**; would allow APA to change power rates for electricity generated by four-dam pool, and would remove "Sustina

clause" by deleting obligation that state would have to pay at least \$5 billion to the fund; introduced by the Senate Rules Committee by request of the governor.

— **SB 424**; relates to recovery of medical assistance expenses; introduced by the Senate Rules Committee by request of the governor.

— **SB 425**; would require political candidates to report campaign contributions over \$250; introduced by the Senate Rules Committee by request of the governor.

## House:

— **HCR 50**; calling on the governor and the City-Borough of Juneau to "cease and desist" with plans to build a legislative hall in Juneau; introduced by Rep. Sam Pestinger, R-Anchorage.

— **SSHB 143**; stipulating that the state cannot dispose of land reserved for a capital at Willow until Jan. 1, 1986; sponsored by Rep. Ron Larson, D-Palmer.

— **SSHB 478**; a special appropriation for

a documentary film about Alaska's participation in World War II; sponsored by Rep. Milo Fritz, R-Anchorage, by request.

— **HB 533**; relating to an inmate education advisory council; sponsored by Rep. Mike Miller, D-Juneau.

— **HB 544**; relating to public employee benefits; sponsored by Rep. Fred Zharoff, D-Kodiak.

— **HB 587**; amending state law so the head of a state agency making a transfer shall report the transfer to the Legislature; introduced by the Transportation Committee.

— **HB 588**; providing for the award of attorney fees to people who prevail in certain state administrative proceedings; sponsored by Rep. Mae Tischer, R-Anchorage.

— **HB 589**; relating to sale of power by APA to customers of "four-dam pool"; introduced by the House Rules Committee of the governor.

— **HB 590**; relating to state aid for Indians on federal reservations; sponsored by Rep. Jack McBride, D-Ketchikan.



# NORTH STAR CHAPTER

3605 Arctic Boulevard  
Anchorage, Alaska 99503

"There Are Some Days You Can't Forget".

(907) ~~844-1014~~ 277-7472

(907) 272-0365

Use of C-130 Hercules	Use of Helicopter	Dates	Codes	Points of Interest
A.		Day 1.	A.	Kodiak - Ft Greely - Airfield - Fixed Harbor Defense - Naval Base - Army Garrison Airfield at Cape Chinak
B.		Day 2 - 3	B.	Port Heiden - Fort Morrow - Airfield Docking Facilities (Air Defence of the Naval Base at Dutch Harbor) one downed aircraft
C.		Day 3.	C.	Cold Bay - Fort Randall - Airfield - Docking Facility (Air Defense of the Naval Base at Dutch Harbor)
D.	1.	Day 5 - 7	D.1.	From SW Umnak Island to NE Akutan Island Dutch Harbor - Fort Mears (Bombing of Dutch Harbor June 3, 1942) Umnak Island - Fort Glenn (Two Satellite Airfields) 17 Downed Aircraft
E.	2.	Day 8 - 10	E-2	From Adak to West of Atka Island Adak - Great Sitkin Island Atka Island 7 Downed Aircraft
F.	3.	Day 8 - 10	F-3	From Adak to South of Ogliuga Island Tanaga Island 3 Downed Aircraft
G.	4.	Day 11-13	G-4	From Amchitka Island to West of Kiska Amchitka Island Kiska (Battle of the Kiska Islands) Little Kiska 3 Downed Aircraft 3 Japanese 2-man submarines
H.	5.	Day 14-16	H-5	From East of Shemya Island To North of Attu Island Shemya Attu (Battle of Attu) Agattu Island 6 Downed Aircraft

Keep America Strong

Remember Pearl Harbor



The Historical Remains of Aleutians

1941-1944

1. Kodiak - Ft. Greely - Airfield
2. Port Heiden - Fort Morrow - Airfield
3. Cold Bay - Fort Randall - Airfield
4. Dutch Harbor - Fort Mears - Airfield
5. Unalaska - Chernofski
6. Umnak Island - Fort Glenn - Airfield
7. Atka Island - Atka Landing Field
8. Great Sitkin Island
9. Adak Island - Adak - Airfield
10. Nanaga Island - Airfield (Ogliuga Island)
11. Amchitka Island - Amchitka - Airfield
12. Kiska Island - Kiska
13. Little Kiska Island
14. Buldir Island
15. Shemya Island - Shemya - Airfield
16. Agattu Island
17. Attu Island - Attu

AIRCRAFT WRECKS SHOWN ON MAP

WRECK NUMBER	DATE OF CRASH	TYPE OF AIRCRAFT	POSITION OF WRECK
1 ✓	WWII	B-24	CAPE KIGUN, ATKA
2 ✓	WWII	B-24	ILAK ISLAND, WRECKAGE INTACT
3 ✓	28 OCT 46	P-38	TANAGA BAY, POOR CONDITION
4 ✓	28 OCT 46	OA-10	TANAGA BAY
5 ✓	31 AUG 51	PB 4Y-2	NW TIP OF LITTLE TANAGA, 500-FOOT LEVEL
6 ✓	WWII	B-24	SEMISOPOCHNOI, EAST SIDE OF DERRET RIDGE
7 ✓	WWII	B-24	BECHEVIN BAY, ATKA, VERY GOOD CONDITION
8 ✓	WWII	A-20	KISKA, EAST END OF LANDING STRIP
9 ✓	WWII	B-24	GREAT SITKIN, FUSELAGE INTACT, WINGS FOLDED BACK
10 ✓	WWII	PBY	NE SIDE OF KISKA VOLCANO
11 ✓	WWII	PBY	CLIFF ON KASATOCHI ISLAND
12 ✓	WWII	OA-10	ATKA, NORTH SIDE OF KOROVIN BAY
13 ✓	WWII	P-38	NW POINT OF BULDIR ISLAND, POOR CONDITION
14 ✓	5 SEP 46	PV-1	AGATTU ISLAND, PRETTY GOOD CONDITION
15 ✓	WWII	P-38	ALAIID ISLAND, VERY POOR CONDITION
16 ✓	5 SEP 46	C-47	ATTU
17 ✓	WWII	P-38	ATTU, TEMNAC BAY, POOR CONDITION
18 ✓	WWII	P-40	SW END OF UMNAK ISLAND, CAPE STARR
19 ✓	WWII	PBY	UNALASKA ISLAND, DEBRIS SCATTERED FROM 300 TO 900 FOOT LEVELS
20 ✓	WWII	P-40	UNALASKA, BADLY SCATTERED
21 ✓	WWII	OA-10	UNALASKA, BADLY SCATTERED
22	WWII	ZERO	AKUTAN, VERY POOR CONDITION
23 ✓	11 DEC 73	C-118	GREAT SITKIN, TEN PERSONS ON BOARD, NO SURVIVORS

REFERENCE: 5

FIGURE 1-14

DOWNED AIRCRAFT OF POTENTIAL HISTORIC VALUE



UNITED STATES HISTORICAL  
AIRCRAFT PRESERVATION MUSEUM

P. O. BOX 0813  
ANCHORAGE, ALASKA 99502

Telephone No.  
907-243-0914

**Memo To:** Major General Edward G. Pagano  
Adjutant General of Alaska Air National Guard

**From:** North Star Chapter of the Pearl Harbor Survivors Association

**Subject:** The use of C-130 Hercules (cargo airplane) Aug. 22 to Sept. 5, 1983  
and a helicopter from August 25 to September 5, 1983

**Date:** August 5, 1983

This is a request that your office provide us with an air support through the use of a C-130 Hercules (cargo airplane) from August 22 through Sept. 5 (15 days) and a helicopter from August 25 thru September 5, 1983 (12 days).

Our purpose is to do documentary film of the Aleutians (The Forgotten War) to be used in the public school system in Alaska and the Lower 48 and for public television. This filming of the Aleutian Campaign is a follow-up to our main message to school children, "Remember Pearl Harbor and don't let it happen to you." A total of fourteen (14) men will be on board these aircraft which will consist of Pearl Harbor Survivors Members, film crew, and Aleutian Campaign Survivors and Pilots.

Attached are our itinerary plans, a list of the 17 military installations, and the map showing the main points of interest.

Our history and war efforts in the Aleutians are rapidly being lost everyday. Our country can preserve what is left of our heritage and war efforts beginning with your cooperation and the Pearl Harbor Survivors' goal of documentary filming. We look forward to working with you.

*Paul A. Cox*

Paul A. Cox  
Curator, U.S. Historical Aircraft Preservation Museum  
Project Coordinator, North Star Chapter's Aleutians Documentary Filming

cc: Senator Stevens  
Bill Mack

Bill Sheffield, Governor

**DEPARTMENT OF MILITARY AFFAIRS**

OFFICE OF THE ADJUTANT GENERAL

SUITE 620 FRONTIER BUILDING  
3601 "C" STREET  
ANCHORAGE, ALASKA 99503  
PHONE: (907) 243-0656 AUTOVON: 862-7210

29 August 1983

AG

Mr. Paul A. Fox  
Project Coordinator, Aleutian Documentary  
North Star Chapter of the Pearl Harbor  
Survivors Association  
P.O. Box 6813  
Anchorage, Alaska 99502

Dear Mr. Fox:

This is in reply to your request for Alaska National Guard fixed and rotary wing airlift support for your Aleutian Campaign Documentary Film Team.

Shortly after your letter came in, we carried the request for assistance to the National Guard Bureau in Washington, D.C. and asked for approval. In response, officials there cited several conditions that would first have to be met. First, the government cannot assume costs. The \$197,000 required to support your project would require reimbursement to the U.S. Treasury. Secondly, the film script would require approval by Department of Defense.

I regret that the response from Washington, D.C. was not more favorable. However, if I can be of any further assistance please let me know.

Sincerely,



EDWARD G. PAGANO  
Major General, AK NG  
The Adjutant General

CF:  
Senator Ted Stevens



UNITED STATES HISTORICAL  
AIRCRAFT PRESERVATION MUSEUM

P. O. BOX 6813  
ANCHORAGE, ALASKA 99502

Telephone No.  
907-243-0914

Memo To: Fred Ziellemaker  
Refuge Manager  
Aleutian Islands Unit Alaska Meridian Natl. Wildlife Refuge

From: North Star Chapter of the Pearl Harbor Survivors Assn.

Subject: Temporary Use Permit on Fish & Wildlife Refuge  
and Aleutian Island National Wildlife Refuge  
From August 22, 1983 through October 31, 1983

Date: August 15, 1983

Please issue us the temporary use permit on the Fish & Wildlife Refuge and the Aleutian Island National Wildlife Refuge from August 22 through October 31, 1983 so that we may be able to make documentary filming on the places listed in the attached pages 1 and 2 within the time frame of 15 days.

We are awaiting for the final permission from the Alaska Air National Guard in selecting a favorable weather condition before we advance to our 15 days film expedition. It is vital that you grant us the permit for such dates to give us the opportunity for any readjustment of plans due to the unpredictable changes of weather condition in the Aleutians.

Attached are our itinerary plans, a list of the 17 military installations, and the map showing the main points of interest.

Our goal is to do documentary film of the Aleutians (The Forgotten War) to be used in the public school system in Alaska and the Lower 48 and for public television. This filming of the Aleutian Campaign is a follow-up to our main message to school children, "Remember Pearl Harbor and don't let it happen to you." A total of fourteen (14) men will be on board those aircraft which will consist of Pearl Harbor Survivors Members, film crew, and Aleutian Campaign Survivors and Pilots.

Our history and war efforts in the Aleutians are rapidly being lost everyday. Through your cooperation, your office can start the wheel rolling to help our country preserve what is left of our heritage and war efforts. The Pearl Harbor Survivors depends on people like you to fulfill its goal of documentary filming.

*Paul A. Fox*  
Paul A. Fox, U.S.H.A.P.M. Curator  
Project Coordinator, North Star Chapter's Aleutians Documentary Filming  
cc: Gen. Pagano, Sen. Stevens, Larry Hood



# United States Department of the Interior

IN REPLY REFER TO:

FISH AND WILDLIFE SERVICE  
ALEUTIAN ISLANDS UNIT  
ALASKA MARITIME NATIONAL WILDLIFE REFUGE  
P.O. BOX 5251  
FPO SEATTLE, WA 98791

August 23, 1983

Mr. Paul Fox, Curator  
U.S. Historical Aircraft Preservation Museum  
P.O. Box 6813  
Anchorage, AK 99502

Dear Mr. Fox:

We have reviewed your August 15, 1983 letter requesting a Special Use Permit to visit the Aleutian Islands Unit of the Alaska Maritime National Wildlife Refuge to make documentary films of the places and aircraft wreckage associated with the Aleutian Campaign.

Prior to our issuing the Special Use Permit we will need written evidence that you do have flight time and aircraft available from the Alaska Air National Guard. We will also need copies of Letters of Non-Objection from the Aleut Corporation and each village corporation, for you to visit lands under their control. Information regarding corporation lands can be obtained from the Aleut Corporation, 2550 Denali, Suite 900, Anchorage, AK 99503.

The majority of the Aleutian Islands received Wilderness Status when the U.S. Congress passed the 1980 Alaska National Interest Lands Conservation Act. There is one provision in the Wilderness Act that prohibits the use of motorized vehicles or landing of aircraft on lands under Wilderness Status.

With the above in mind, we are furnishing the attached list to assist you in formalizing your plans. If we can provide additional assistance, feel free to contact us.

Sincerely,

C. Fred Zeillemaker  
Refuge Manager

EVK/jt

attachment  
cc: U.S. Senator Stevens  
Major General Pagano  
SA Larry Hood

ISLANDS LISTED IN REQUESTSTATUSACTION REQUIRED BY PERMITTEE

"SW Umnak to NE Akutan"

Umnak - Native Selected &/or  
Interum Conveyed Lands

Provide Letter of Non-Objection from each Village Corp.  
& Aleut Corp. (Before SUP can be issued)

Unalaska - Native Selected &/or  
Interum Conveyed Lands

Provide Letter of Non-Objection from each Village Corp.  
& Aleut Corp. (Before SUP can be issued)

Akutan - Native Selected &/or  
Interum Conveyed Lands

Provide Letter of Non-Objection from each Village Corp.  
& Aleut Corp. (Before SUP can be issued)

"Adak to west of Atka, Great Sitkin,  
Atka"

Adak - U.S. Navy Base/Wildr.

Clearance from CO NAVSTA (N), No helo/mv use on Wildr. (S)

Great Sitkin - Wildr. except  
SW parcel

No helo/mv use in Wilderness

Atka - Native Selected &/or  
Interum Conveyed Lands &  
Wilderness (W)

Letters of Non-Objection & no helo/mv use on Wilderness

All others - Wilderness

No helo/mv use on Wilderness

"Adak to south of Ogliuga Island,  
Tanaga Island"

Ogliuga - Wilderness except  
North Parcel

No helo/mv use on Wilderness

Tanaga - Wilderness except  
SW parcel

No helo/mv use on Wilderness

Anchitka to west of Kiska

Anchitka - Wilderness except  
east one half

No helo/mv use on Wilderness

Kiska - Wilderness except main  
occupation area.

No helo/mv use on Wilderness

Little Kiska - All Wilderness

No helo/mv use on Wilderness

Buldir - All Wilderness

No helo/mv use on Wilderness

East of Shemya to north of Attu  
Island

Shemya - U.S. Air Force Base

Clearance from CO Shemya AFB

Alaid/Nizki -All Wilderness

No helo/mv use on Wilderness

Attu - SE Unit, US Coast  
Guard - remainder Wilderness

Clearance from CO USCG, LORAN Station, No helo/mv on  
Wilderness portion

Agattu - All Wilderness

No helo/mv use on Wilderness



UNITED STATES HISTORICAL  
AIRCRAFT PRESERVATION MUSEUM

P. O. Box 6813  
ANCHORAGE, ALASKA 99502

Telephone No.  
907-243-0914

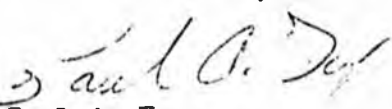
Memo To: Senator Ted Stevens  
From: North Star Chapter of the Pearl Harbor Survivors Association  
Subject: Additional Flying Hours for the Alaska Air National Guard  
To Provide Air Support to Pearl Harbor Survivors Association's  
Documentary Filming of the Aleutian Campaign  
Date: August 5, 1983

The Alaska Air National Guard has used up its quota of flying hours. In order for them to give us air support in our documentary filming of the Aleutians (The Forgotten War), it is necessary that they receive an authorization directly from the Air National Guard in Washington, DC giving their office in Anchorage the additional flying hours.

Because of the predicted good weather conditions in the Aleutians from August 22 through September 5, it is important that we do our filming there within that time frame.

Your assisting us in getting this authorization is critically needed in order for us to accomplish our goal in the efficient and timely manner. Attached is a copy of our correspondence to Major General Pagano.

SENATOR STEVENS, YOU ARE OUR ONLY HOPE.

  
Paul A. Fox  
Curator, United States Historical Aircraft Preservation Museum  
Project Coordinator, North Star Chapter's Aleutians Documentary Filming

cc: Maj. Gen. Pagano  
Mr. Bill Mack

TED STEVENS, ALASKA  
LOWELL P. WEICKER, JR., CONN.  
JAMES A. MC CLURE, IDAHO  
PAUL LAXALT, NEV.  
JAKE GARN, UTAH  
THAD COCHRAN, MISS.  
MARK ANDREWS, N. DAK.  
JAMES ADDONOR, S. DAK.  
ROBERT W. KASTEN, JR., WIS.  
ALFONSE M. D'AMATO, N.Y.  
MACK MATTINGLY, GA.  
WARREN RUDMAN, N.H.  
ARLEN SPECTER, PA.  
PETE V. DOMENICI, N. MEX.

JOHN C. STENNIS, MISS.  
ROBERT C. BYRD, W. VA.  
WILLIAM PROXMIRE, WIS.  
DANIEL K. INOUE, HAWAII  
ERNEST F. HOLLINGS, S.C.  
THOMAS F. EAGLETON, MO.  
LAWTON CHILES, FLA.  
J. BENNETT JOHNSTON, LA.  
WALTER D. HUDDLESTON, KY.  
QUENTIN N. BURDICK, N. DAK.  
PATRICK J. LEAHY, VT.  
JIM SASSER, TENN.  
DENNIS DE CONCINI, ARIZ.  
DALE BUMPERS, ARK.

# United States Senate

COMMITTEE ON APPROPRIATIONS  
WASHINGTON, D.C. 20510

J. KEITH KENNEDY, STAFF DIRECTOR  
FRANCIS J. SULLIVAN MINORITY STAFF DIRECTOR

August 29, 1983

Paul A. Fox, Curator  
U.S. Historical Aircraft  
Preservation Museum  
Post Office Box 6813  
Anchorage, Alaska 99502

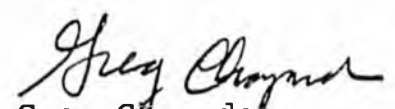
Dear Mr. Fox:

On behalf of Senator Stevens, who is currently in Alaska, thank you for the copy of your memorandum to the Fish and Wildlife Service.

In an effort to assist you, we have contacted Keith Schreiner, Director of the Service's Alaska Region office. As soon as he responds, Senator Stevens will get back in touch with you.

With best wishes,

Cordially,



Greg Chapados  
Legislative Assistant to  
TED STEVENS

TED STEVENS, ALASKA  
LOWELL P. WEICHER, JR., CONN.  
JAMES A. MC CLURE, IDAHO  
PAUL LAXALT, NEV.  
JAKE GARN, UTAH  
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DALE BUMPERS, ARK.

# United States Senate

COMMITTEE ON APPROPRIATIONS  
WASHINGTON, D.C. 20510

J. KEITH KENNEDY, STAFF DIRECTOR  
FRANCIS J. SULLIVAN, MINORITY STAFF DIRECTOR

September 8, 1983

Mr. Paul Fox  
U. S. Historical Aircraft  
Preservation Museum  
P. O. Box 6813  
Anchorage, Alaska 99502

Dear Paul:

I have your correspondence concerning the North Star Chapter of the Pearl Harbor Survivors Association's desire to document the Aleutian campaign. My office has been in contact with the National Guard locally about this.

According to what I've been told, there appears to be a price tag of some \$190,000 for the Guard to assist. The Guard has been told from their headquarters that this expenditure by them would have to be reimbursed.

It appears to me that your organization might have to consider attempting to obtain a grant of some type - and I have forwarded the paperwork on to my D.C. office to see if this matter might be researched for you.

We will be back in touch with you - and I hope you will keep in contact with my office as you proceed with this project.

With best wishes,

Cordially,

  
TED STEVENS

TED STEVENS, ALASKA  
LOWELL P. WEICKER, JR., CONN.  
JAMES A. MC CLURE, IDAHO  
PAUL LAXALT, NEV.  
JAKE GARN, UTAH  
THAD COCHRAN, MISS.  
MARK ANDREWS, N. DAK.  
JAMES ABDNOR, S. DAK.  
ROBERT W. KASTEN, JR., WIS.  
ALFONSE M. D'AMATO, N.Y.  
MACK MATTINGLY, GA.  
WARREN RUDMAN, N.H.  
AILEEN SPECTER, PA.  
PETE V. DOMENICI, N. MEX.

JOHN C. STENNIS, MISS.  
ROBERT C. BYRD, W. VA.  
WILLIAM PROXMIRE, WIS.  
DANIEL K. INOUE, HAWAII  
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JIM SASSER, TENN.  
DENNIS DE CONCINI, ARIZ.  
DALE BUMPERS, ARK.

# United States Senate

COMMITTEE ON APPROPRIATIONS  
WASHINGTON, D.C. 20510

J. KEITH KENNEDY, STAFF DIRECTOR  
FRANCIS J. SULLIVAN, MINORITY STAFF DIRECTOR

October 6, 1983

Paul A. Fox  
U.S. Historical Aircraft  
Preservation Museum  
P.O. Box 6813  
Anchorage, Alaska 99502

Dear Paul:

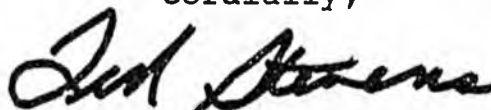
Greg Chapados of my staff brought your memorandum concerning a Special Use Permit to visit the Aleutian Islands National Wildlife Refuge to my attention recently.

Enclosed is a copy of the letter I received from Keith Schreiner, Regional Director of the U.S. Fish and Wildlife Service, in response to my inquiry on your behalf. I hope this explains why the Service was unable to process your application as quickly as you would have liked.

If you have any further problems once you've provided the Fish and Wildlife Service with the information they need to proceed with your application, let me know, and I'll do what I can to speed things along.

With best wishes,

Cordially,



TED STEVENS

Enclosure



# UNITED STATES HISTORICAL AIRCRAFT PRESERVATION MUSEUM

P. O. Box 5813

ANCHORAGE, ALASKA 99502

Name To: President Ronald Reagan

Date: February 1, 1984

From : Curator Paul A. Fox

Phone: 907-243-0914

Subject: Request Written Permission for an Exception to the Wilderness Act  
to Do Documentary Filming of the Aleutian Campaign

Your help is desperately needed. There is a provision in the Wilderness Act (1980 Alaska National Interest Lands Conservation Act) which prohibits the use of motorized vehicles or landing of aircraft on lands under Wilderness Status. Since majority of the Aleutian Islands received Wilderness Status, we are asking that an exception be made in this law for a period of one month in 1984.

For the past two years, the North Star Chapter of the Pearl Harbor Survivors has been involved in the preservation, through film of what often has been titled, "The Forgotten War" - the WW II Campaign in the Aleutians. With the aid of many others, the group had researched the areas, the people, the survivors and the locations.

Our goal is to do documentary film of the Aleutians to be used in the public school system in Alaska and in the Lower 48 and for public television. This filming of the Aleutian Campaign is a follow-up to the chapter's film on Pearl Harbor, "There Are Some Days You Can't Forget." The North Star Chapter's records indicate that effective December 20, 1983 the film has been viewed by over 4,300 Anchorage school children and about 130,000 Alaskans.

The filming of the Aleutians is also a follow-up to our main message to school children, "Remember Pearl Harbor and don't let it happen to you." A total of 14 men will assist in the production including the film crew, Aleutian Campaign Survivors, and Pearl Harbor Survivors. Depending on good weather cooperation in the Aleutians, a one-month time span (from May through October) is projected to accomplish this historical filming.

The Aleutian Campaign is the only war in which the enemy occupied a U. S. territory in the North American Continent. The <sup>NST</sup> numerous American, Alaskan Native, and Japanese lives lost in this Forgotten War. Our history and war efforts in the Aleutian Campaign are being lost so rapidly everyday by deterioration because of harsh weather conditions, the cleanup drives in some of the areas, illegal salvagings on some of the equipment and artifacts, and vandalism by unconcerned individuals as well as souvenir hunters.

As curator of our museum, I am acting as the project coordinator for the Pearl Harbor Survivors in this filming of the Aleutian Campaign. One of my duties is to work on all the necessary papers and permits to make it legal for the filming. The attached letter of August 23, 1983 from the U. S. Dept. of Interior, Fish and Wildlife Service states that we may not use a helicopter in the area that we want to film which includes the military installations and battlefields during the Aleutian Campaign.

Without the use of a helicopter to get into the wilderness areas, there is no way our museum, the Pearl Harbor Survivors, or any group can capture in film the remaining scenes of the Forgotten War to be a living memento to our future generations. For us not to use a helicopter, all areas will be covered by foot only in good weather condition. Such ideal weather is unpredictable and hard to come by, and not to mention the months of filming through perilous and tedious hiking on rugged terrain in the Aleutians. There is no way an effective filming could ever be done without a helicopter. We plan to land the helicopter on airplane wrecks, World War II U. S. and Japanese military installations and battlefields.

We have obtained permissions from the Aleut Corporation and individual village corporations to use helicopter to film on their lands. Under Base Commander Col. Evan Griffith, Jr., the Elmendorf AFB personnel support and will help us in any way they can. We wrote to Secretary Casper Weinberger asking for a written permission to do the documentary filming in Kodiak, Adak, Shemya and Attu.

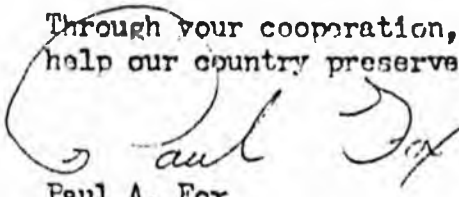
Under Maj. Gen. Edward Pagano, Adjutant General of Alaska Air National Guard, a helicopter will be also used in the project. The Alaska Air National Guard is in support of our goal and will provide us with a C-130 cargo airplane. We have the support of the Governor and the State Legislature in the filming. Our two bills in Juneau, House Bill Nos. 484 and 470, were introduced in the 1984 Legislative Session to obtain the sum of \$250,000 for the filming.

The major factor that is stopping us to make the documentary film is the prohibited use of a helicopter in the Aleutian Wilderness. We are pleading to you, Mr. President, that you make an exception in the Wilderness Act for one month for us to use a helicopter in the Aleutian Wilderness.

The helicopter will not damage the terrain or water fowl because once we obtain your permission for the exemption, we will notify the Fish and Wildlife for such authorization. Their office in turn will give us the information of the wilderness areas where we may and may not go.

The project should had been done many years ago. If we wait any longer or if we are not allowed to use a helicopter in those wilderness areas for the filming, our generations will not have a testimonial film of the Forgotten War that so many lives were lost in preserving our freedom from foreign aggression.

Through your cooperation, your position can start and keep the wheel rolling to help our country preserve what is left of our heritage and war effort.

  
Paul A. Fox

Attachments

cc: Hon. William P. Clark



# UNITED STATES HISTORICAL AIRCRAFT PRESERVATION MUSEUM

P. O. Box 6813  
ANCHORAGE, ALASKA 99502

Telephone  
243-0914

Memo To: Aleut Village Corporations  
From : North Star Chapter, Pearl Harbor Survivors Assn.  
Subject: Request for Permission to Visit Lands Under  
Each Aleut Village Corporation's Control  
Date : September 13, 1983

Mr. Allan Aksell, director of Lands and Mineral Resources of the Aleut Corporation in Anchorage, had verbally granted us permission to visit the Aleut lands for our documentary filming. A follow-up letter will confirm his statement. He informed us that we still have to obtain similar authorization from each Aleut Village Corporation.

Explanation: Our goal is to do documentary film of the Aleutians (The Forgotten War) to be used in the public school system in Alaska and the Lower 48 and for public television. This filming of the Aleutian Campaign is a follow-up to our main message to school children, "Remember Pearl Harbor and don't let it happen to you." A total of fourteen (14) men will be on board the two aircraft which will consist of Pearl Harbor Survivors Members, film crew, and Aleutian Campaign Survivors and Pilots.

The U.S. Fish and Wildlife Service, Aleutian Islands Unit, requires us to submit copies of letters of non-objection from the Aleut Corporation and each Aleut Village Corporation, for us to visit lands under their control.

Attached are our itinerary plans, a list of the 17 military installations, and the map showing the main points of interest. Please go over these materials and determine if any of the places that are scheduled to be visited are under your jurisdictions. If there are any, we urgently request that you send us written permissions that we may visit such lands. Copies of the letters will be in our possession when we visit the Aleut lands for any future queries by anyone in the villages.

We are awaiting for the final permission from the Alaska Air National Guard in selecting a favorable weather condition before we advance to our 15-day film expedition. Because of the unpredictable changes of weather condition between September 15 through October 31, time is the essence in securing all the proper authorization.

It is vital that we obtain your letters of non-objection soon. Our history and war efforts in the Aleutians are rapidly being lost everyday. The Aleuts' sacrifices and sufferings to win back our freedom can be more meaningful as we all stand together to help our country preserve what is left of our heritage and war efforts. We can start the wheel rolling with the Pearl Harbor Survivors' documentary filming with your cooperation.

Please call us collect at 243-0914 for your verbal approvals and for any additional information you need.

Paul Faulkner  
President



Rv: Paul A. Fox  
Curator, U.S.H.A.P.M.  
Project Coordinator, North Star Chapter's Aleutian Documentary Filming

Enclosures

Distribution: Allan Aksell, Aleut Corporation  
Tom McGlashan, Akutan Corporation  
George Kudrin, Atkam Corporation  
Claude Kuzakin, Belkofski Corporation  
William Ermeloff, Chaluka Corporation  
Gilda Shellikoff, False Pass Corporation  
Richard Koso, King Cove Corporation  
Paul E. Gundersen, Nelson Lagoon Corporation  
Eugene Makarin, Ounalashka Corporation  
Chris Gundersen, Sanak Corporation  
Dick Jacobsen, Shumagin Corporation  
Flore Lekanof, St. George Tanaq Corporation  
Larry Mercurieff, Tanadgusix Corporation  
Edgar Smith, Jr., Unga Corporation  
General Edward G. Pagano  
Senator Ted Stevens

BERING SEA

N

UNALASKA ISLAND

# UNALASKA CORPORATION

P. O. BOX 149  
UNALASKA, ALASKA 99685

907-581-1276

## AN ENVIRONMENTAL & SYSTEMATIC APPROACH TO DEVELOPMENT

September 19, 1983

Paul A. Fox  
Curator, U.S.H.A.P.M.  
P.O. Box 6813  
Anchorage, Ak. 99502

Dear Mr. Fox:

This is to follow-up on our verbal ok for your access to our lands for your documentary filming of the Aleutian's "Forgotten War" project.

If housing, truck rentals, etc. are required by your crew, please feel free to ask.

Sincerely,

*E.R. Makarin*  
E.R. Makarin  
President

ERM/mw

# ST. GEORGE TANAQ CORPORATION

ST. GEORGE ISLAND • ALASKA • 99660  
(907) 859-2224

2604 FAIRBANKS STREET  
ANCHORAGE • ALASKA • 99503  
(907) 276-3600

October 11, 1983

Mr. Paul A. Fox, Curator  
U. S. Historical Aircraft  
Preservation Museum  
P.O. Box 6813  
Anchorage, Alaska 99502

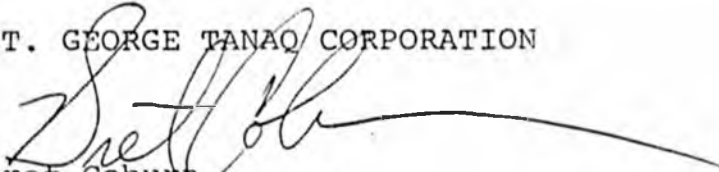
Dear Mr. Fox:

As I indicated in our recent phone conversation, the St. George Tanaq Corporation is supportive of your mission to document the history of the Aleutian War Campaign. As such, we welcome your visit to St. George Island.

Accommodations are available at the St. George Hotel on a limited basis. Please contact me at your soonest possible convenience so that I may make reservations for your stay on the Island.

Sincerely yours,

ST. GEORGE TANAQ CORPORATION

  
Bret Coburn  
Executive Assistant

BC:djd

THE FOLLOWING DOCUMENT(S) MAY NOT FILM  
LEGIBLY BECAUSE OF POOR QUALITY OF THE  
ORIGINAL.

U. S. Historical  
General Services Museum  
Paul Faulkner, President

Dear Mr. Faulkner,

I am in receipt of your letter of request  
of Sept 10, 1942. My hope is that it  
has not long to stand.

This letter authorizes you to visit the  
Canda under our control, for the purpose  
mentioned in your letter of request.

I believe it is a very worthwhile project  
and wish you every success with  
your project.

Sincerely yours  
William Faulkner  
Paul (Hale) Faulkner

THE PRECEDING DOCUMENT(S) MAY NOT FILM  
LEGIBLY BECAUSE OF POOR QUALITY OF THE  
ORIGINAL.



UNITED STATES HISTORICAL  
AIRCRAFT PRESERVATION MUSEUM

P. O. BOX 6813  
ANCHORAGE, ALASKA 99502

Memo to: Allan Aksell  
Director of Lands & Mineral Resources, Aleut Corp.

From : North Star Chapter, Pearl Harbor Survivors Assn.

Subject: Request for Written Permission to Visit Lands Under  
Each Aleut Village Corporation's Control for  
Documentary Filming of the Aleutians

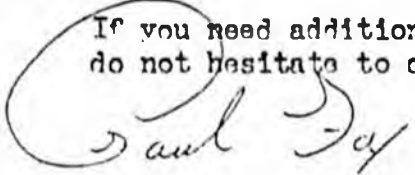
Date : February 10, 1984

This is a request that your office issue us a written permission to do filming in the Aleutian lands owned by different Aleut village corporations.

Out of the 13 village corporations we wrote to, only three replied to our request. Enclosed are copies of our letter and their responses. Also enclosed is a copy of the Fish and Wildlife Service letter requiring us to submit written permissions from the Aleut Corporation and the village corporations. Will you help us obtain the written permissions from the ten village corporations.

Time is running short. Our history and war efforts in the Aleutians are rapidly being lost. Our country can preserve what is left of our heritage and war efforts with your cooperation in the Pearl Harbor Survivors' goal of documentary filming. We look forward to working with you and for your immediate reply.

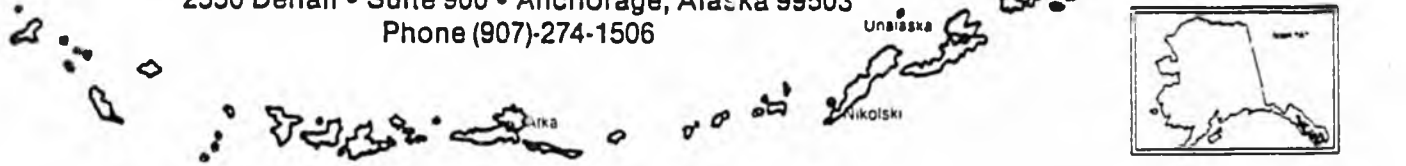
If you need additional information or have any questions, please do not hesitate to contact me. You can reach me at 243-0914.

  
Paul A. Fox  
Curator, US Historical Aircraft Preservation Museum  
Proj. Coordinator, North Star Chapter's Aleutians Documentary Filming

Enclosures

# The Aleut Corporation

2550 Denali • Suite 900 • Anchorage, Alaska 99503  
Phone (907)-274-1506



February 22, 1984

Paul A. Fox  
United States Historical  
Aircraft Preservation Museum  
P. O. Box 6813  
Anchorage, AK 99502

RE: DOCUMENTARY FILMING  
OF THE ALEUTIANS

Dear Paul:

The Aleut Corporation is pleased to grant your request for access to any and all lands within our control for the purpose of filming a documentary history of the American war efforts in the Aleutians during World War II.

If I can be of any further assistance in this project, please do not hesitate to contact me. We wish you every success in this project and, most of all, good weather.

Very truly yours,

*Allan C. Aksell*

Allan C. Aksell  
Director of Lands & Minerals

ACA:cv

# TANADGUSIX CORPORATION

*Seeking A Better Tomorrow*



*St. Paul Island, Alaska 99660-0088  
Phone (907) 546-2312*

February 16, 1984

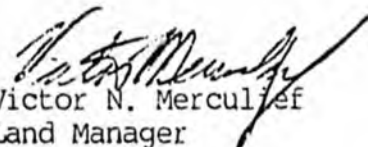
Mr. Paul Fox  
U.S. Historical Aircraft  
Preservation Musieum  
P.O. Box 6813  
Anchorage, Alaska 99502

Dear Mr. Fox:

Tanadgusix Corporation has no objection to your request on entering TDX lands in the Aleutians for the purpose of filming World War II veterins. Please provide us with a copy of your work on a VHS tape if at all possible.

Good Luck.

Sincerely,

  
Victor N. Mercurief  
Land Manager

VNM/mz



UNITED STATES HISTORICAL  
AIRCRAFT PRESERVATION MUSEUM

P. O. BOX 6813  
ANCHORAGE, ALASKA 99502

Memo To: Hon. Caspar W. Weinberger, Secretary of Defense  
From : North Star Chapter of the Pearl Harbor Survivors Assn.  
Subject: Authorization to Do Documentary Filming in the Aleutians  
Date : February 1, 1984

As required by the U.S. Fish and Wildlife Service, Dept. of Interior, we are requesting your office to grant us a written permission to do a documentary filming of Attu, Kodiak, Adak USN Base, Shemya AFB, and all abandoned WW II military installations in the Aleutians within the time frame of 15 to 30 days.

We would like to do the filming any time in June till October 1984 depending on the favorable weather condition and when the funds are received from the state of Alaska. Your office and the proper authorities will be notified promptly of the specific dates.

The Alaska Air National Guard has given us the permission to use a C130 and a helicopter for the filming. Col. Evan Griffith of Elmendorf AFB also supports the project.

Our goal is to do documentary film of the Aleutians (The Forgotten War) to be used in the public school system in Alaska and the Lower 48 and for public television. This filming of the Aleutian Campaign is a follow-up to our main message to school children, "Remember Pearl Harbor and don't let it happen to you." A total of fourteen (14) men will assist in the production including Pearl Harbor Survivors, film crew, and Aleutian Campaign Survivors and Pilots.

Enclosed are some information to support our request. If you need additional info or have any questions, please call me at 907-243-0914. It is important that we receive your permission in writing immediately so we can submit all the necessary documents to the U.S. Fish and Wildlife Service to get a special use permit.

Our history and war efforts in the Aleutians are rapidly being lost. Through your cooperation, your office can start the wheel rolling to help our country preserve what is left of our heritage and war efforts.

*Paul A. Fox*  
Paul A. Fox  
Curator, U. S. Historical Aircraft Preservation Museum  
Project Coordinator, North Star Chapter's Aleutians Documentary Filming

cc: LTJG G. J. Paquette - Attu  
Capt. B. K. Schaeffer - Kodiak  
RADM R. J. Knapp - Juneau  
Capt. G. R. Allender - Adak  
Col. Edward Frey - Shemya



DEPARTMENT OF THE NAVY  
OFFICE OF INFORMATION  
WASHINGTON, D.C. 20350

IN REPLY REFER TO

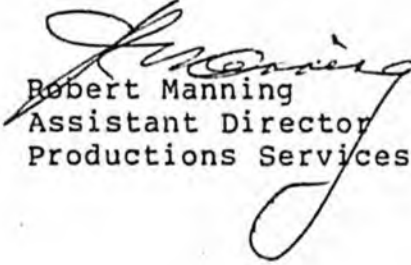
24 February 1984

Paul A. Fox  
Curator, U.S. Historical Aircraft  
Preservation Museum  
P.O. Box 6813  
Anchorage, Alaska 99502

Dear Mr. Fox,

This is in regard to your letter to the Secretary of Defense of February 16, 1984, discussing your plans to produce a documentary film on World War Two activities in the Aleutians. The Office of the Assistant Secretary of Defense has authorized me to act as your project officer. Please feel free to call upon me when you wish to proceed. My address is Chief of Information (ATTN: OI-220) Navy Department, Washington, D.C. 20350. My telephone number is (202)697-0866.

Your interest in the Navy is greatly appreciated.

  
Robert Manning  
Assistant Director  
Productions Services Division



UNITED STATES HISTORICAL  
AIRCRAFT PRESERVATION MUSEUM

P. O. Box 6813  
ANCHORAGE, ALASKA 99502

Memo To: Capt. Benjamin K. Schaeffer  
Kodiak USCG

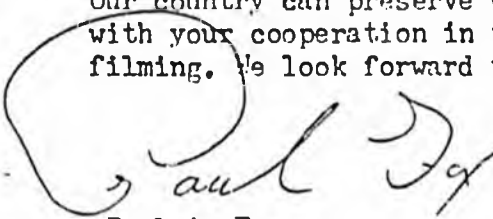
From : North Star Chapter, Pearl Harbor Survivors Assn.

Subject: Authorization to Do Documentary Filming in Kodiak

Date : February 1, 1984

We wrote to the Secretary of Defense for an authorization but we also need a written permission from you for the filming of WW II military bases and airfields in Kodiak. Additional information is attached. If you have any questions or need more information, please do not hesitate to contact us. Our phone number is 243-0914.

Our history and war efforts in the Aleutians are rapidly being lost. Our country can preserve what is left of our heritage and war efforts with your cooperation in the Pearl Harbor Survivors' goal of documentary filming. We look forward to working with you and for your immediate reply.

  
Paul A. Fox  
Curator, US Historical Aircraft Preservation Museum  
Proj. Coordinator, North Star Chapters Aleutians Documentary Filming

Attachment

P.S. Will you please provide ground transportation for the film crew and staff to get us around into the different areas for filming.



DEPARTMENT OF TRANSPORTATION  
UNITED STATES COAST GUARD

Commanding Officer  
USCG Support Center  
Box 14  
Kodiak, AK 99619

1155  
24 February 1984

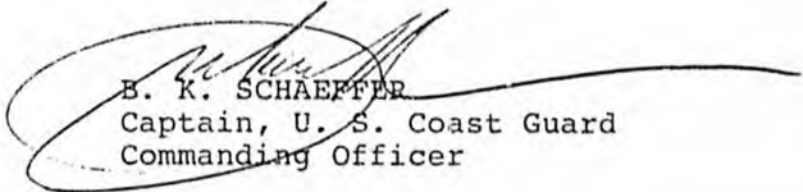
Mr. Paul A. Fox, Curator  
US Historical Aircraft Preservation Museum  
P. O. Box 6813  
Anchorage, AK 99502

Dear Mr. Fox:

In response to your request for permission to film at various locations around Kodiak, consider this letter confirmation of my permission to do so.

LT Thomas R. RICE of my staff has been designated coordinator to assist you in your endeavor. He will arrange ground transportation and otherwise aid you as needs arise. His telephone number is 487-5257/8. Please feel free to contact him at any time.

I wish you good fortune in your filming of the historical airfield and base remnants of World War II and look forward to the results.

  
B. K. SCHAEFFER  
Captain, U. S. Coast Guard  
Commanding Officer

Copy to: CCGD17(pao)



UNITED STATES HISTORICAL  
AIRCRAFT PRESERVATION MUSEUM

P. O. BOX 6813  
ANCHORAGE, ALASKA 99502

Memo To: Col. Edward Frey, Shemya AFB Commander  
From : North Star Chapter of the Pearl Harbor Survivors Association  
Subject: Authorization to Do Documentary Filming in Shemya AFB  
Date : February 1, 1964

We wrote to the Secretary of Defense for an authorization but we also need a written permission from you for the filming of Shemya AFB. Additional information is attached. If you have any questions or need more information, please do not hesitate to contact us. Our phone number is 243-0914.

Our history and war efforts in the Aleutians are rapidly being lost. Our country can preserve what is left of our heritage and war efforts with your cooperation in the Pearl Harbor Survivors' goal of documentary filming. We look forward to working with you and for your reply.

Paul A. Fox  
Curator, US Historical Aircraft Preservation Museum  
Proj. Coordinator, North Star Chapter's Aleutians Documentary Filming

Attachment

P.S. Will you please provide ground transportation for the film crew and staff to get us around into the different areas for filming.



DEPARTMENT OF THE AIR FORCE

5073D AIR BASE GROUP (AAC)

APO SEATTLE 98736

29 Feb 84

United States Historical  
Aircraft Preservation Museum  
P. O. Box 6813  
Anchorage, Alaska 99502

Dear Mr. Fox,

I have your letter of 1 February 1984 requesting clearance onto Shemya Island to film. I'm sorry but Shemya Air Force Base is a closed military installation and has no facilities to house, feed, or transport you or your personnel. If you can tell me what you want filmed, and in what way (movie, video tape, etc) I will be glad to try and have it done for you.

I'm sorry that I can't support you, but wish you luck in your other endeavors.

  
EDWARD P. FREY, Colonel, USAF  
Commander

cc: HQ AAC/PA  
HQ AAC/HO



Top Cover for America



# UNITED STATES HISTORICAL AIRCRAFT PRESERVATION MUSEUM

P. O. BOX 6813  
ANCHORAGE, ALASKA 99502

Archaeology of WW II  
Artifacts & Aircraft  
Phone: 907-243-0914  
Date : Feb. 1, 1984

Memo To: State and Federal Agencies  
Native Corporations

From : North Chapter, Pearl Harbor Survivors Assn.  
U. S. Historical Aircraft Preservation Museum

Subject: Documentary Filming of the Aleutian Campaign

Under the leadership of Ted Davis, the North Star Chapter has been involved for the past three years in the preservation, through film of what often has been titled, "The Forgotten War" - the WW II Campaign in the Aleutians. With the aid of many others, the group had researched the areas, the people, the survivors and the locations.

Sometime this year 1984 the chapter's goal is to do a documentary film of the Aleutians to be used in the public school system in Alaska and in the Lower 48 and for public television. This filming of the Aleutian Campaign is a follow-up to the chapter's film on Pearl Harbor, "There Are Some Days You Can't Forget." The North Star Chapter's records indicate that effective December 20, 1983 the film has been viewed by over 4,300 Anchorage school children and about 130,000 Alaskans.

The filming of the Aleutians is also a follow-up to our main message to school children, "Remember Pearl Harbor and don't let it happen to you." The Aleutian Campaign is the only war in which the enemy occupied a U. S. territory in the North American Continent. There were numerous American, Alaskan Native, and Japanese lives lost in this Forgotten War.

Our history and war efforts in the Aleutian Campaign are being lost so rapidly everyday by deterioration because of harsh weather conditions, the cleanup drives in some of the areas, cannibalism for needed parts, illegal salvagings on some of the equipment and artifacts, and vandalism by unconcerned individuals as well as souvenir hunters. Our survivors are not getting any younger.

The United States Historical Aircraft Preservation Museum has three major duties in this documentary expedition:

1. Project coordinator for the documentary filming of the Aleutian Campaign
  - A. Work all details to obtain the permits from Fish and Wildlife, Native Corporation, and private landowners.
  - B. Work with Dept. of Defense for access and ground transport support on active military installations.
  - C. Work details with the Alaska Air National Guard for the use of a helicopter and a C-130 airplane.

1. D. Plot maps and charts for all known WW II downed aircraft, gun placements, artifacts, military installations, battlefields.
- E. Compile history of the Aleutian Campaign (before, during and after WW II) for the film crew and others who will be taking active part in the filming.
- F. Contact veterans of the Aleutian Campaign to participate in the filming.
- G. Provide the pilots, who will be flying the helicopter, and ground transport staff with list of significant areas of WW II in the Aleutians including battlefields.
- H. Compile copies of all WW II documentary films that were filmed in the Aleutians to integrate with the present filming of the Aleutians through the assistance of the Air Force, Navy, Coast Guard, Corps of Engineers, state-federal agencies as well as groups or individuals.
- I. Compile photographs through state-federal agencies, individuals, organizations and archives to have still shots of the Aleutian Campaign.
2. Archaeological survey on the WW II military installations, equipment, aircraft and artifacts.
  - A. Two means of documenting the artifacts and remains of WW II:
    - (1) The film crew, who will doing the documentary filming, will record on the film and on tape.
    - (2) Using 35 mm camera, our museum will photograph in BW, color & slides. Our museum will have access to all the films of the individuals who will be taking their own personal cameras to this documentary filming, thus providing the museum with a more complete record of the remains of the Aleutian Campaign.
  - B. Through photographs and tape recording of the artifacts, we (as experienced WW II archaeologists) will determine the historical value of the remains, list them by priority of saving and retrieving them, with the explanations for the urgency of removing them from the sites which in the coming months or years the chances of their being destroyed through weather conditions, vandalism, cannibalism, cleanups or just pure neglect, and so forth.
  - C. Our museum will seek a second opinion by other WW II archaeologists and expert people including other museums to determine the historical significance of the remains of the Aleutian Campaign.
  - D. Once all photographs are gathered up and tapes are transcribed, a report will be compiled showing the list of artifacts and remains with their corresponding historical significance as well as their priorities for removal for restoration and preservation.
  - E. As the funds become available, this report will eventually be put into a book form for archives.

2. F. State and federal agencies may obtain copies of this report by written request to our museum. A minimal fee will be required to cover the expenses for the report.
3. Photograph and document WW II waste disposal dump or anything that is considered as hazardous wastes in streams, rivers, or lakes along the areas where the filming is being done. This will be compiled into a report to be turned over to the Air Force Installation Program or the Environmental Protection Agency in Washington, DC.

Any individual, corporation, state or federal agency that can provide us with additional information as to the Aleutian Campaign History (before, during, and after WW II) and the whereabouts of WW II artifacts, aircraft, and remains in the Aleutians are urged to contact us immediately by phone or letter. When we do the documentary filming, we will have more additional information regarding the artifacts (such as their progress of deterioration). Information that were gathered up by word of mouth or records of items will be also verified if they are still in the same sites.

Without the complete documentary film, photographs, records of events, artifacts and remains, to the majority of our generations, the Aleutian Campaign will completely become a Forgotten War where so many lives were lost in preserving our freedom from foreign aggression.

  
Paul A. Fox  
Curator, USHAPM  
Program Coordinator, North Star Chapter's Aleutian Campaign Documentary Filming



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS 2750TH AIR BASE WING (AFLC)  
WRIGHT-PATTERSON AIR FORCE BASE, OHIO 45433

9 JUL 1981

JA

United States Historical Aircraft Preservation Museum (Your ltr, 1 July 1981)

TO AFM/DMX

The Articles of Incorporation of the United States Historical Aircraft Preservation Museum provide for the establishment of a museum which is operated and maintained for educational purposes and whose charter denies it the right to operate for profit. The museum therefore qualifies to receive USAF excess historical properties in accordance with 10 U.S.C. 2572.

*Carol A. Satterfield*

CAROL A. SATTERFIELD  
Staff Attorney

Alaska State Legislature

REP. MAE TISCHER  
CHAIRMAN



POUCH V  
STATE CAPITAL  
JUNEAU, ALASKA 99811  
(907) 465-3777

March 7, 1984

House of Representatives  
HEALTH, EDUCATION AND SOCIAL SERVICES COMMITTEE

LETTER OF INTENT FOR SPONSOR SUBSTITUTE FOR HOUSE BILL 470

Sponsor Substitute for House Bill 470, "An Act making a special appropriation to the Department of Education, Alaska Historical Commission to produce a documentary film relating to the participation of Alaska in World War II; and providing for an effective date," has been introduced on behalf of the veterans of World War II.

In adopting this legislation, the Legislature intends that the funds provided by SSHB 470 be used by the Department of Education, Alaska Historical Commission to prepare, or to authorize and coordinate preparation by others of, a comprehensive documentary film on Alaska's role in World War II; that the Alaska Historical Commission create an advisory committee of veterans and other interested persons to assist in the planning and production of the film; that the Commission shall provide at least six copies of the film to the state historical library for permanent record; and that the state should retain all copyright interests in the film. In carrying out this mandate, the Alaska Historical Commission may give financial support to, and otherwise cooperate with, active and retired members of the Armed Forces of the United States, Canada and Japan, and with others, in the production of the film, using materials available from existing sources as well as additional visual material as may be found appropriate.

The Legislature recognizes that today Alaska continues to suffer from the same lack of appreciation and understanding as was the case when the state was purchased in 1867. The Aleutian Campaign of World War II, once referred to as the "forgotten front," could well become just that -- forgotten. It is therefore important for the state to increase the public's awareness of Alaska's role in the war.

\_\_\_\_\_  
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\_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_

112 North St.,  
Middletown, N.Y., 10940

Dear Legislator,

Re: Your House bill # 470

This a request asking for your support of this bill. It is presumptuous for me, from the lower 48, to address you.

However I did serve in the Aleutian Campaign. After two trips to your great State I feel that I am "an Alaskan at large". Then too, Seward who arranged the purchase of Alaska was born and lived in a little village about 15 miles from here.

I served a short time on somber Umnak. Troops still carried weapons awaiting an enemy who never came, enduring curfews, sullen skies and the monotony of a rear base.

Then to Adak, weapons aside, lights, activity. I remember ravens strutting on the graceful wings of the P 38s. I was with the B 24s, the rugged bearer of bombs.

Thence to Shemya, where the sun shone occasionally. Shemya, the dagger aimed at the heart of the Japanese Empire. It was being sharpened by a 10,000 foot runway for the B 29s; and the construction of a big hospital for the casualties from the invasion of Paramushiro.

Neither came to be.

The dagger was sheated. Why? Perhaps Stalin was not ready for a quick end to the Pacific war. It would prevent his later grab of territory and Japanese army of some 250,000.

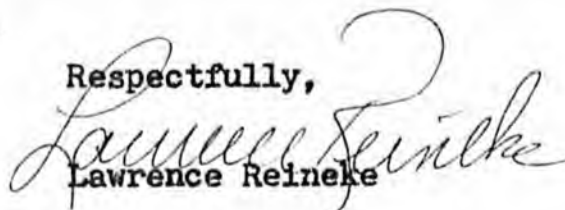
Because my experience was so short and uneventful I can better plead the cause of the men who bore the burden of alerting America to the importance of Alaska; the men who stubbornly fought for money and equipment; and the army, air, and navy personnel who battled under adverse conditions.

For these, and for posterity, the passage of your bill # 470 will insure a true records of the men and the events. A source not subject to distortions of later day historians.

You, as one who has military experience, know the soldier is a hero in war -- and a bore in peace.

Alaska can correct that for its part in World War 2.

Respectfully,

  
Lawrence Reineke

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COMMITTEE REPORT

HOUSE

FINANCE

(7)

FURTHER:

1/9/84

Date: February 17, 1984

Mr. Speaker:

HEALTH, EDUCATION AND

The Committee on SOCIAL SERVICES has had HB 477

"An Act relating to repayment of state for hospital and health facility construction."

under consideration and reports it back as follows:

- do pass  do not pass
- do pass with attached amendments(s)
- replace with CS for \_\_\_\_\_  same title
- and recommends \_\_\_\_\_  new title
- AND attaches a "Letter of Intent"  New Fiscal Note
- reports it back without recommendation
- referred to the \_\_\_\_\_ Committee

MEMBERS SIGNING DO PASS

MEMBERS HAVING OTHER RECOMMENDATIONS:

*Mr. [Signature]*

*Terrence [Signature]*

*David [Signature]*

*Bill [Signature]*

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*Mr. [Signature]*

CHAIRMAN



Official Business

# Alaska State Legislature

## House of Representatives

Pouch V  
State Capitol  
Juneau, Alaska 99811

### MEMORANDUM

To: Representative Mae Tischer, Chairman  
House Health, Education and Social Services Committee

From: Representative Terry Martin

Date: February 16, 1984

Subject: HB 477

"An Act relating to repayment of state aid for hospital and health facility construction."

Over the years, the state has provided millions of dollars toward construction and expansion of non-profit hospital facilities. Under current law, if the non-profit hospital is sold to a private, profit-making entity, these dollars are unrecoverable by the state.

This bill provides that, if a non-profit hospital which received state construction funds is sold to a private entity, the state will be repaid. The formula in the bill provides for recovery of the state's investment, plus a proportionate amount of the profit received from the sale.

The question is raised as to whether the state can go back and amend existing contracts. Ed Hein, LAA legal counsel, contends that this would probably be upheld in court if the amendment were to a contract between the state and a non-profit or municipal agency, but would not be legal if the state were trying to amend a contract made with a private entity.

This bill is an important protection of the state's investment in public health care, ensuring that dollars invested remain in public use, and do not become a subsidy of private, for-profit enterprise.

STATE OF ALASKA  
THE LEGISLATURE

POUCH Y - STATE CAPITOL  
JUNEAU, ALASKA 99811  
907 465 3800

LEGISLATIVE AFFAIRS AGENCY

MEMORANDUM

October 21, 1983

SUBJECT: Repayment of state aid for hospital and health facility construction (Work Order No. 13-1519)

TO: Representative Terry Martin

FROM: Edward H. Hein *EHH/eb*  
Legislative Counsel

Enclosed is the bill draft we discussed over the telephone regarding repayment of state aid given under former AS 29.-90.010 - 29.90.030. I have used the formula that appears in 19 AAC 30.061(b) for repayment of state aid if the hospital ceases to be a hospital within 20 years. This formula provides for repayment of the original amount granted, plus or minus the proportionate share of any profit made or loss incurred from the transfer of the hospital or health facility to a for-profit entity.

You should be aware that the bill is not immune from legal challenge, although a court in that event is likely to uphold it. A for-profit corporation that wished to buy a hospital subject to the terms of the bill could raise the argument that it (the for-profit corporation) was eligible for direct aid under the terms of former AS 29.90.030(2) and, therefore, a penalty cannot now be attached to transferring the aid to it indirectly through a sale or lease of the hospital. Under the state aid program, a hospital sponsor did not have to be a municipality or other nonprofit entity, as did the sponsor of a health facility. Compare AS 29.90.030(2) with AS 29.90.030(4). In fact, state aid under the program was granted only to nonprofit sponsors, in part because of the Department of Community and Regional Affairs' possibly erroneous interpretation of the law.

It is our opinion that such a challenge is not likely to cause the bill, should it become law, to be overturned in court. However, the argument might receive serious consideration by the court if raised.

Representative Terry Martin  
Page 2  
October 21, 1983

If you have any questions or comments, feel free to contact me at your convenience.

EHH:ljb

Enclosure  
30/002

# Private corporations buying up public hospitals

By WILLIAM C. REMPEL and ALAN GOLDSTEIN The Los Angeles Times

CRAWFORDSVILLE, Ind. — Culver Memorial, a 1920s-vintage public hospital, is so antiquated and crowded that patients are prepared for surgery in hallways outside the operating rooms. Expectant fathers share a common waiting room with families of dying patients, and visitors and patients often have to share the same elevators.

A chronic plumbing problem periodically causes sewage to drain into a basement corridor, and for years the hospital has lived with potentially hazardous fire code violations. When an engineering survey detailed many structural deficiencies, administrators began searching for money to make major improvements.

But Montgomery County officials would not subsidize replacement of the tax-supported hospital or major renovations. Advised that the hospital was a poor credit risk, they also refused to underwrite a bond issue.

Out of financial desperation, Culver Memorial did what an increasing number of hospitals are doing — it turned to private industry. The county sold its hospital to a profit-making medical chain, American Medical International, based in Hills, Calif.

The sale was another example of a strategy for survival that critics warn will impair poor persons' access to health care and raise the cost of medical treatment for everyone.

"The public hospital is the closest thing to national health insurance we have," said Deborah L. Bauer, administrator of the National Association of Public Hospitals. "There's a tremendous need for it, especially in this economy. We're seeing the greatest increases in public hospital use today in areas of high unemployment. The care of indigents isn't just for the winos off the streets. It's for the guy next door who's been laid off, too."

But public hospitals — particularly small ones — are in trouble. A generation of public hospitals built and expanded with federal funds in the years after World War II has reached old age with outdated equipment, crumbling bricks and little or no cash, credit or operating surpluses for repair and replacement. Repeatedly, voters have rejected bond issues aimed at improving the situation.

At the same time, economic pressures on hospitals in general are increasing. Government funds and charitable contributions have declined, and hospitals everywhere are competing for paying patients. Increasing the pressure to affiliate with private, money-rich chains.

For example, at York General, a 216-bed public hospital in Rock Hill, S.C., two bond issues that would have financed improvements failed when submitted to voters. Meanwhile, rain occasionally leaked into labs, heavily used X-ray equipment frequently

**"Socialized medicine is dead and buried. Public access to health care is very desirable, but it can't be achieved without economically viable hospitals."**

— Walter Weisman, president, American Medical International

broke down and the maternity ward had no private labor rooms. For a time, the physician staff dwindled, and a survey showed that half of those in the rural area needing treatment checked into hospitals outside the county — until the hospital sold out to American Medical.

The same chain bought Collin Memorial, a 168-bed public hospital in McKinney, Texas, after voters rejected a bond issue to raise taxes. Collin was chronically short of everything from intravenous equipment to thermometers. The hospital had to ask its staff to bring in pens and staplers from home.

Public hospitals are "floating on borrowed time," said Gary Rowe, executive director at Culver Memorial for nearly 10 years. "This country is in for a serious shock. Public hospitals have been operating out of a shoestring box, setting nothing aside for a rainy day. They are going to be closing like files."

Some — such as 750-bed Philadelphia General Hospital, which has \$200 million in renovation costs seven years ago — already have closed. Others have put out "For Sale" signs when funding for vital improvements was not available.

Riding to the rescue with healthy bank accounts and robust credit ratings, the chains of for-profit hospitals are increasingly eager to purchase struggling public facilities. They have the financial strength to build new, state-of-the-art medical centers, buy expensive high-tech equipment and attract some of the best-qualified physicians.

To critics, some of whom object to the very presence of the profit motive in health care, the trend could turn hospitals into cash registers. "My health... has become a potential profit opportunity," complained Doug Cassel, an attorney with the Health and Medicine Policy Research Group in Chicago. "Before long, patients' kidneys may be listed on the commodities exchange."

But the acquisition trend that began slowly through the Sun Belt in the late 1960s has increased most rapidly during the last two years, industry sources say. The investor-owned chains now control about 60 former public health facilities.

This industry generates more than \$10 billion in annual revenue from more than 900 for-profit hospitals in the United States and abroad. "Our principal advantage is capital — we can find the financing while local hospitals, in the main, cannot," said Charles Martin, a senior vice president with Hospital Corp. of America, the leading buyer of public hospitals among the investor-owned hospital chains. "Charity is

no longer a major source of funding for hospitals, and bond issues aren't popular."

Executives at American Medical International see the trend as part of the move away from government-provided health care.

"What we're seeing now is deregulation and an entrusting of that field to private health care firms," said Walter Weisman, president of American Medical International. "Socialized medicine is dead and buried. Public access to health care is very desirable, but it can't be achieved without economically viable hospitals."

What worries public interest groups is that "economically viable hospitals" will be achieved by raising fees and denying quality treatment to persons unable to pay for it.

"Profit-making hospitals might not be as motivated to care for people who can't pay for treatment," warned Quentin Young, former administrator of the public Cook County Hospital in Illinois, who has written some far-profit hospitals have even been known of threatening or refusing to treat those who cannot afford to pay.

In Somerset, Ky., for instance, a 27-year-old woman signed an affidavit alleging that an official of the Humana Hospital — another large for-profit chain — said she could not take her newborn baby home until an \$8,000 bill was paid. The same hospital was accused of pressuring a 30-year-old man, admitted for neurological testing, to sign a check for \$1,100 even though it exceeded his bank balance. He was told that he should apply for a loan to cover the check, according to an affidavit.

Although Humana insisted that the allegations were "fiction," it settled litigation. "Private hospitals have to generate profit — and so do public hospitals. We call it profit. They call it surplus. But it's the same animal." In its last year as a public hospital, Rowe said, Culver Memorial realized an operating surplus of \$300,000 — equivalent to about \$2,500 per bed. By contrast, Weisman's firm, the new owners of Culver Memorial, showed a sys-

temwide profit of \$17,200 per bed. "It costs money to deliver health care," Weisman said. "If no money is reinvested in the plant, equipment and personnel, you can charge lower fees, but you also deliver much less service. That alternative is clearly unacceptable."

And the cost of health care is higher at investor-owned, for-profit medical centers than at public hospitals. According to a survey published in August by the New England Journal of Medicine, investor-owned facilities also charge more than nonprofit hospitals such as church-run medical centers.

Indiana Health Commissioner Ronald G. Blankenbaker predicted that hospital costs probably will double within a year after the new Crawfordsville hospital opens, perhaps in 1984. Culver Memorial's Rowe acknowledged that rates at for-profit hospitals "are always going to be higher" because the private chain invests heavily in the acquisition and replacement of the old facilities.

For example, American Medical International is building a new \$17 million hospital here. Hospital Corp. of America is spending \$20 million to replace the public hospital in Turbot, N.C. Humana Inc. moved into Somerset, Ky., in 1976 and built a

replacement for the old city hospital, which was converted to a nursing home as soon as the new investor-owned facility opened.

Executives at the hospital chains contend that taxpayers benefit from converting public hospitals to private ownership, partly because the new corporate owners pay property taxes.

"When a private company buys a public hospital, it creates a taxpaying entity where a tax drain used to be," Weisman said.

Sales of public hospitals are often accompanied by assurances that indigent care will not be a burden to taxpayers because its cost will be offset by new tax revenues. But, in addition, American Medical has recently negotiated with county officials to provide an indigent-care trust fund. In Crawfordsville, for instance, they agreed to set aside \$3.8 million from the proceeds of the sale.

Robert Irvine, a spokesman for Humana Inc. — the Kentucky-based chain that recently took over Louisville's new \$73 million public hospital — said a community suffers if its public hospital is forced to close.

"We still need public hospitals," he said. "We've just got to figure out how these public hospitals can be run more efficiently, so they can stay open and stay viable."

Damon King, administrator of the Medical Center of Central Georgia, a public hospital outside Macon, said his hospital is resisting patient transfers from the for-profit hospitals.

"Their capability for handling a patient does not decrease simply because that patient cannot pay," King said. "But how do Culver Memorial countered, "No one says food stores shouldn't make a profit — and they're more important than health care. Society seems to be saying that government has a responsibility to provide health care. I don't believe that."