

ALASKA LEGISLATURE COMMITTEE FILES 1987-1988 8672

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MEMORANDUM TO THE RESIDENTS OF  
TOGLAK, TWIN HILLS, GOODNEWS BAY,  
AND QUINHAGAK, ALASKA

TO: Residents Of Toglak, Twin Hills, Goodnews Bay, and  
Quinhagak, Alaska

FROM: Larry A. Wiggins, Business Agent For Toglak Natives  
Ltd. & Toglak Eskimo Seafoods, Inc. 

DATE: February 16, 1987

I am sure you are all aware that Northern Air Cargo has been coming into Toglak on a weekly schedule since early last October. This direct flight from Anchorage to Toglak has been a great economic benefit to the people of Toglak and will be an even greater benefit in the future.

This economic benefit is demonstrated in a number of ways. First, by having a DC 6 size aircraft operating a scheduled freight service into Toglak the people and businesses who live in the area can get products (snowmachines, groceries, appliances, cars and trucks, etc.) in Anchorage and ship them to Toglak much cheaper than if they had to come the old way through Dillingham.

Second, because of the large size of the DC 6 many items can be shipped to Toglak at any time instead of waiting for summer barge service.

Third, retail stores in Toglak are now able to get their groceries and many other products they sell into town much quicker and with very little loss or damage. This very definitely results in lower retail prices, and a much better quality of product. The fresh milk, meat and produce offered at Our Store are the result of these direct flights into town.

Fourth, retail prices are also kept low when local stores have the ability to purchase product from their suppliers on a weekly basis rather than making larger monthly purchases which require tying up more money for inventory.

What all of the above means is that weekly freight flights into Toglak have improved the standard of living of the local people.

The purpose of this letter is to make the people of Togiak and the surrounding area aware of the benefits of this direct freight flight and of the possibility that these flights could be stopped before we really get a chance to enjoy their benefits.

Because much of the freight and groceries ( which normally come through a system called "By-Pass Mail" ) coming to Togiak are no longer going through Dillingham certain people in Dillingham have been opposing these direct flights to Togiak. In addition, some major Jet passenger and freight carriers into Dillingham from Anchorage have been opposed to these flights because they are losing revenue from not being able to carry Togiak freight to Dillingham.

The Dillingham City Council and Chamber of Commerce have taken action in an apparent attempt to force the U.S. Post Office to have much of the Togiak By-Pass Mail go through Dillingham. In an apparent response to these pressures from Dillingham and the larger Jet carriers servicing Dillingham, House Joint Resolution No. 11 has been submitted to the Alaska Legislature that would request the U.S. Postal Service to favor passenger carrier airline companies when distributing By-Pass Mail. If such an action should occur this would effectively stop the weekly freight flights into Togiak.

The reasoning presented for such an action by Dillingham, the Jet passenger carriers and the sponsors of House Resolution No. 11 are that without U. S. Post office subsidies air passenger rates between Anchorage and Dillingham would increase. This in fact remains to be seen, there are now several small air carriers offering excellent passenger service between Anchorage and Dillingham that do not, necessarily, need this subsidy. More important even if air fares should increase this would have relatively little impact on the residents of Togiak and the surrounding area in light of the benefits offered by having direct freight flights into Togiak.

It appears that certain legislators in Alaska are responding to political pressure in this matter without getting adequate input from the residents of Togiak and the surrounding area. Attached to this memo is a place for your signature. If you support the current action of the U.S. Post Office of assigning By Pass Mail to carriers flying into Togiak and if you want the Alaska Legislature and Governor Cowper to oppose any attempts to exert pressure on Congress or the U.S. Post Office to change this current practice then please sign in the place provided.

Copies of this letter with supporting signatures will be sent to members of the Alaska Legislature and Governor Cowper as well as Alaska's Congressional Delegation.

PETITION

PRINT NAME:

SIGNATURE:

ADDRESS:

PETE M. ABRAHAM	<i>Pete M. Abraham</i>	Box 106	Togiak
Norman Coupchuk	<i>Norman Coupchuk</i>	Box 32	Togiak
Fredos Coupchuk	<i>Fredos Coupchuk</i>	Box 82	Togiak
Dave Markoff	<i>Dave Markoff</i>	Box 134	Togiak
Elizabeth Wassilie	<i>Elizabeth Wassilie</i>	Box 168	Togiak
William Coupchuk	<i>William Coupchuk</i>	Box 39	Togiak, Ak 99608
Orlene Coupchuk	<i>Orlene Coupchuk</i>	Box 39	Togiak, Ak
Verna Wancloak	<i>Verna Wancloak</i>	Box 20	Togiak Ak
Benjamin "D" Dock	<i>Benjamin "D" Dock</i>	Box 163	Togiak Ak
Bessie O. Blue	<i>Bessie O. Blue</i>	Box 92	Togiak, Ak 99675
MAREN E. CAREY	<i>Maren E. Carey</i>	3500 W. 40th	ANCHORAGE, AK 99517
Frank Lockuk	<i>Frank Lockuk</i>	Box 78	Togiak, Ak
Margaret Wassilie	<i>Margaret Wassilie</i>	Box 28	Togiak, Ak
EDWARD M. WASSILLIE	<i>Edward M. Wassilie</i>	Box 164	Togiak, Ak 99678
MICHAEL J. WASSILLIE	<i>Michael J. Wassilie</i>	Box 28	Togiak
TOMMY ATAKITIG	<i>Tommy Atakitig</i>	Box 55	Togiak, Ak
JACK PETERS	<i>Jack Peters</i>	"	"
Mary E Andrews	<i>Mary E. Andrews</i>	Box 76	Togiak, Ak
Daniel P. Andrews	<i>Daniel P. Andrews</i>	Box 76	Togiak, Ak
William P Andrews	<i>William Andrews</i>	Box 76	Togiak Ak
Richard Amatunak	<i>Richard Amatunak</i>	Box 35	Togiak AK
John T. Andrew	<i>John T. Andrew</i>	Box 102	"
JOE ANDREW	<i>Joe Andrew</i>	"	"
William E. Einhellig Jr.	<i>William E. Einhellig Jr.</i>	Box 196	Togiak, AK
SALLY F. ANDREW	<i>Sally Andrew</i>	Box 196	Togiak AK
Raymond H. Andrew	<i>Raymond H. Andrew</i>	Box 102	Togiak, AK
Joshua Andrew	<i>Joshua Andrew</i>	Box 155	Togiak AK
Moses Andrew	<i>Moses Andrew</i>	Box 102	Togiak AK
Martha Antone	<i>Martha Antone</i>	Box 32	Togiak Ak
Evelyn Yanez	<i>EVELYN YANEZ</i>	Box 27	Togiak Ak
Jose Yanez	<i>Jose Yanez</i>	"	"
Steve Gosul	<i>Steve Gosul</i>	Box 21	Togiak Ak
ANUSKA DYASUK	<i>Anuska Dyasuk</i>	Box 12	"
ANDREW DYASUK	<i>Andrew Dyasuk</i>	Box 12	"
MARTHA A. LOCKUK	<i>Martha A. Lockuk</i>	82	"
MARY A. LOCKUK	<i>Mary A. Lockuk</i>	82	"
ANDY LOCKUK	<i>Andy Lockuk</i>	82	"
Willie Tschuck Sr.	<i>Willie Tschuck Sr.</i>	Box 29	" "
Martha A. Tschuck	<i>Martha A. Tschuck</i>	Box 29	" "
Richard Tschuck	<i>Richard Tschuck</i>	"	"
Emma Tschuck	<i>Emma Tschuck</i>	Box 24	Togiak, Ak

PETITION

PRINT NAME:	SIGNATURE:	ADDRESS:
Don Pasquariello	Don Pasquariello	Box 198 Togiak Alaska
Susan Ann Pasquariello	Susan Ann Pasquariello	Box 199 Togiak Alaska
Fannie Logusak	Fannie Logusak	Box 78 Togiak Alaska
CHARLIE KOZIMIKOFF	Charlie Kozimikoff	Box 114 " "
MARTHA KOZIMIKOFF	Martha Kozimikoff	" " " "
Robert Nikolai Jr	Robert Nikolai Jr	General Delivery Julian Hills, AK.
WILLIE WICK	Willie Wick	Box 37 Togiak
	Witness Charlie Kozimikoff	
	Retamaiah	
Marie Snyder	Marie Snyder	Box 45 Togiak
Nellie Pauk	Nellie Pauk	P.O. Box 72 Togiak
Emma Pauk	EMMA PAUK	P.O. Box 72 Togiak
Susie P. Kasak	Susie P. Kasak	P.O. Box 74 Togiak
Roy C. Kasak	Roy C. Kasak	P.O. Box 74 Togiak
Louise A. Gosuk	Louise A. Gosuk	Box 21 Togiak
MARY GOSUK	Mary Gosuk	Box 93
ANTONE Gosuk	Antone Gosuk	
MARY Gosuk	MARY GOSUK	Box 93
Henry G. Goodwin	Henry G. Goodwin	Box 161
JOE ALEXIE	Joe Alexie	Box 81 Togiak
Stanley Active Jr	Stanley Active Jr	Box 131 Togiak
ISIAK A. TRUJAY	Isiak A. Trujay	Box 63 Togiak
Anuska Ayajiak	Anuska Ayajiak	Box 104 Togiak
MARION Ayajiak	Marion Ayajiak	Box 104 Togiak
HENRY A. BAUKER	Henry A. Bauker	Box 114 Togiak
HARRY A. WIGGINS	Harry A. Wiggins	Box 3402 Palmer, AK 99695
Moses Coopchik	Moses Coopchik	Box 188 Togiak, AK 99678
Roy Fox	Roy Fox	Box 176 Togiak, AK 99678
Annie Fox	Annie Fox	Box 176 Togiak, AK 99678
Walter Tukaya	Walter Tukaya	Box 158 Togiak, AK
velyn Duasuk	Velyn Duasuk	Box 114 Togiak, AK 99678
Carl E. Andrews	Carl E. Andrews	Box 76 Togiak, AK 99678
Mary E. Andrews	Mary E. Andrews	Box 76 Togiak, AK 99678
Andrew Andrews Sr.	Andrew Andrews Sr.	Box 76 Togiak, AK 99678
LeRoy Nanalook	LeRoy Nanalook	Box 10 Togiak, AK 99678
Richard Coopchik	Richard Coopchik	Box 51 Togiak, AK 99678
PAVILLA MASSILLIE	Pavilla Massillie	Box 64 Togiak, AK 99678
June Arkanakyak	June Arkanakyak	Box 3 Togiak, AK 99678
Julia Nanalook	Julia Nanalook	Box 121 Togiak
Adolph J. Active	Adolph J. Active	Box 208 Togiak
Emma K. Nanalook	Emma K. Nanalook	Box 10 Togiak

PETITION

PRINT NAME:	SIGNATURE:	ADDRESS:
Moses Krabe	[Signature]	Box 83 Togiak AK 99678
Emma Echuck	Emma Echuck	Box 214 Togiak AK 99678
Anna Kritz	Anna Kritz	Box 85 Togiak, AK 99678
John M. Parker	John M. Parker	Box 191 Togiak AK 99678
Raymond Morris	[Signature]	P.O. Box 215 Togiak
Kemp Fisheries	Red Morris	Pouch 502 Togiak
Clay Carter	Clay Carter	Box 67 Togiak
Jack Kamulivj	Jack Kamulivj	Box 133 Togiak
W. B. Kasli	W. B. Kasli	Box 61 Togiak
Bruce Foersch	BRUCE FOERCH	Box 142 Togiak AK
Carol Byrum	Carol Byrum	Box 171 Togiak AK
Elena Foersch	Elena Foersch	Box 142 Togiak Alaska
Mary W. Davolta	Mary W. Davolta	Box 111 Togiak AK
Eunice Dyrasuk	Eunice Dyrasuk	P.O. Box 194 Togiak AK
Nancy Dyrasuk	Nancy Dyrasuk	P.O. Box 12 Togiak AK
Lucy A. Skolnick	Lucy A. Skolnick	P.O. Box 202 Togiak, AK 99678
Jonathan A. Dyrasuk	Jonathan A. Dyrasuk	P.O. Box 194 Togiak, AK 99678
Matt H. Aposik	Matt H. Aposik	P.O. Box 133 Togiak AK 99678
Margie Coopchak	Margie Coopchak	Box 84 Togiak, AK 99678
Tracy Kamelie	Tracy Kamelie	Box 61 Togiak, AK 99678
Russell P. Greaney	Russell P. Greaney	Box 112 Togiak AK 99678
Worothy C. Greenly	Worothy C. Greenly	Box 112 Togiak, AK 99678
Carol C. Neal	Carol C. Neal	Box 154 Togiak, AK 99678
Norma Neal	Norma Neal	Box 154 Togiak, AK 99678
Dorothy Neal	Dorothy Neal	POB 173 Togiak, AK 99678
John A. Ash	John A. Ash	P.O. Box 70 Togiak AK 99678
Louise Coopchak	Louise Coopchak	Box 181 Togiak, AK 99678
Ernest Wassilie	Ernest Wassilie	
John J. Suits	John J. Suits	Box 163 Togiak AK 99678
Lora E. Flores	Lora E. Flores	Box 153 Togiak AK 99678
MILLA MAKAMUKYAK		P.O. Box 178, Togiak AK 99678
Fanny Kay Aposik	Fanny Kay Aposik	P.O. Box 191, Togiak, AK 99678
Darcy Marger Graves	Darcy Marger Graves	P.O. Box 175 Togiak AK 99678
Sarah N. Williams	Sarah N. Williams	P.O. Box 162 Togiak AK 99678
Nellie C. Blue	Nellie C. Blue	Box 146, Togiak, AK 99678
Stanley Arthur	Stanley Arthur	Box 81 Togiak AK 99678
Brian Abraham	Brian Abraham	Box 101 Togiak AK 99678
Mark P. Schaffler	Mark P. Schaffler	Box 65 Togiak AK 99678
Rosemary Wassilie	Rosemary Wassilie	Box 212 Togiak, AK 99678
Judy Whyman	Judy Whyman	Box 14

PETITION

PRINT NAME:

SIGNATURE:

ADDRESS:

Sharon Nanalook	Sharon Nanalook	Box 10	Togiak, Ak
Alfred Gosuk	Alfred H. Gosuk	Box 73	Togiak, Ak
Sheline Maad	Sheline Maad	Box 95	" "
John J. Bavilla	John J. Bavilla	P.O. Box 107	Togiak, Ak
<del>Benjamin L. Caspachuk Jr</del>	<del>Benjamin L. Caspachuk Jr</del>		
Benjamin L. Caspachuk Jr	Benjamin L. Caspachuk Jr	Box 9	Togiak, Ak
David Kosak	David Kosak	Box 74	Togiak, Ak 99678
Dennis B. Jerny	Dennis B. Jerny	Box 34	Togiak, Ak 99678
Bertha Pavian	Bertha Pavian	Box 51	Togiak, Ak 99678
Robert T. Blue	Robert T. Blue	Box 92	Togiak, Ak 99678
Albert Kususe	Albert Kususe	Box 26	Togiak, Ak 99678
Thomas Caspachuk	Thomas Caspachuk	Box 151	Togiak, Ak 99678
Jack Snyder	Jack Snyder	Box 45	Togiak, Ak 99678
Nancy Evatt	Nancy Evatt	Box 117	Togiak, Ak 99678
David O. Evatt	David O. Evatt	Box 117	Togiak, Ak 99678
Joanne Mark	Joanne Mark	Box 108	Togiak, Ak 99678
Robert Cowdin	Robert Cowdin	Box 27	Togiak, Ak 99678
Samuel Bowler	Samuel Bowler	Box 195	Togiak, Ak 99678
Mary Hastings	Mary Hastings	Box 203	Togiak, Ak 99678
Brendy Hagedorn	Brendy Hagedorn	Box 203	Togiak, Ak 99678
Ellen Groverstein	Ellen Groverstein	Box 175	Togiak, Ak 99678
Tamara L. Lockuk	Tamara L. Lockuk	Box 125	Togiak, Ak 99678
Fandy M. Nanalook	Fandy M. Nanalook	Box 10	Togiak, Ak 99678
Madys Caspachuk	Madys Caspachuk	Box 131	Togiak, Ak 99678
Sophie Nick	Sophie Nick	Box 124	Togiak, Ak 99678

PEITION

PRINT NAME:

SIGNATURE:

ADDRESS:

Stella B. Sharp	Stella B. Sharp	Twin Hills, AK
Daniel Sharp	Daniel Sharp	Twin Hills, AK
John W. Sharp	John W. Sharp	Twin Hills, AK
Nettie Fullerton	Nettie Fullerton	Twin Hills, AK
Roger C. Wassillie	Roger C. Wassillie	Gen. Del. Twin Hills, AK
Louise M. Wassillie	Louise M. Wassillie	Gen. Del. Twin Hills, AK
Luke Tukaya	Luke Tukaya	Twin Hills, AK
Dan Hanaok	Dan Hanaok	Twin Hills, AK 99678
Agnes Tukaya	Agnes Tukaya	Twin Hills, AK
Sally Small	Sally Small	" " "
Mickey Sharp	Mickey Sharp	" " "
William Tukaya	William Tukaya	" " "
George Pleasant, Sr.	George Pleasant, Sr.	Twin Hills,
Carrie Demoski	Carrie Demoski	Twin Hills, AK 99576
George Kuku	George Kuku	Twin Hills, AK 99576
Mary Kuku	Mary Kuku	Twin Hills, AK 99576
Julius Pleasant	Julius Pleasant	Twin Hills, AK 99576
Linda Hamechuk	Linda Hamechuk	Twin Hills, AK 99576
David Foster	David Foster	Twin Hills, AK 99576
Lou Small	Lou Small	Twin Hills, AK
Tina Small	Tina Small	Twin Hills, AK
Simon Skiman Jones	Simon Skiman Jones	Twin Hills, AK
Darin M. Jones	Darin M. Jones	Twin Hills, AK
Frank T. Jones	Frank T. Jones	Twin Hills, AK
Andrew Boguilikuk	Andrew Boguilikuk	Twin Hills, AK
James W. Boguilikuk Jr.	James W. Boguilikuk Jr.	Twin Hills
Arthur W. Sharp	Arthur W. Sharp	Twin Hills, AK
Jeff Sharp	Jeff Sharp	Twin Hills

# Petition against House Joint Resolution #11

This resolution is being introduced to the House of Representatives by Al Adams. If it passes, the cargo planes - Northern Air Cargo and Mark Air will stop bringing our freight and our weekly grocery orders; instead the smaller ~~and~~ passenger airlines - Ryan Air, Bering Air and Cape Smythe will start carrying our cargo loads. These ~~air~~ passenger airlines are too small to carry our weekly orders of groceries. If this resolution passes, our fresh produce, frozen meat and other spoilable groceries will get piled up and spoiled in Nome warehouses. If you oppose this resolution and want Northern Air Cargo and Mark Air to continue bringing our freight, please sign below. Thank you.

- |                         |              |       |
|-------------------------|--------------|-------|
| 1. Sylvia Jorli         | Savoonga. AK | 99769 |
| 2. Tony Kava Box. 114   | "            | " "   |
| 3. Clarence W. Waples   | "            | " "   |
| 4. Fritz Waghney        | "            | " "   |
| 5. John Akuya           | "            | " "   |
| 6. Wayne Loppelu        | "            | " "   |
| 7. Myron Kingekuk       | "            | " "   |
| 8. Mylon Kingekuk       | "            | " "   |
| 9. Rubelle Kingekuk     | "            | " "   |
| 10. Elaine Kingekuk     | "            | " "   |
| 11. Howard Kingekuk     | "            | " "   |
| 12. Hoover Kingekuk     | "            | " "   |
| 13. Hoarth Kingekuk Jr. | "            | " "   |
| 14. Daryl Kingekuk      | "            | " "   |
| 15. Terli Inu...        | SVA. AK      | 99769 |

16.	Jenny Alys	SAU.	AK.	99769
17.	RAYWARD Toolie	SAUA	AK	99769
18.	Bryan Lookie Sr.	Sau.	AK.	99769
19.	Emerson Koyasoo	Sua	AK	99769
20.	Walter Womtlich	Sau	ak	99769
21.	Hilbert Peterson	SAU	"	"
22.	Clyde Prook	SAU	"	99769
23.	Frank Peterson	"	"	"
24.	Ray Waghini			
25.	Rex Ringwini			
26.	Sam Makiyuk	"	"	99769
27.	Bradley Leeger	"	"	99769
28.	Peggy Akeya	"	"	99769
29.	Bobby Kava, Jr.	Sau.	AK.	99769
30.	Shanna Kava	"	"	"
31.	Prest Rook	"	"	"
32.	Melvin Peterson	"	"	"
33.	Walter Ringwini	"	"	"
34.	Jackson Makiyuk Sr.	Savoonga, Alaska		99769
35.	Bernice Prook	"	"	"
36.	Bernard Toolie	"	"	"
37.	Jackson Alous	"	"	"
38.	Leoy Seppik	"	"	"
39.	Carl Peterson	Savoonga, Alaska		99769
40.	Alvin Hjullock	"	"	"
41.	Vicki Kengekut	"	"	"
42.	Engene Toolie	"	"	"
43.	Richmond Toolie			
44.	Herman Toolie	"	"	"
45.	Gabriel D.	"	"	"
46.	Lane R.	"	"	"
47.	Maria R.	"	"	"
48.	Chettle L. Ann	Brix 15	Savoonga, Alaska	99769
49.	Olson J. Iyer	"	"	"

50.	Joseph Iya, Jr	Box 15	Savoonga, Alaska	99769
51.	Jeffrey Q. Iya	Box 15	Savoonga, Alaska	99769
52.	Heena Seljan	Box 84	Savoonga, Alaska	99769
53.	Meloni Soppeln	Box 172	" "	99769
54.	Clarice Kolbuzyn	" 105	" "	
55.	Franklin Kuyukuk	Box 147	" "	99769
56.	Henry Noongwook	Box 27	" "	"
57.	Cecelia Noongwook	Box 27	" "	"
58.	Alice Kulowiji		" "	"
59.	John Kulowiji	Box 125	" "	"
60.	Melanie Kuyukuk	" 76	" "	"
61.	Arnold Seljan	Box 188	" "	"
62.	Linda Mary Akuya	Box 108	" "	"
63.	Anna Rookok	Box 145	" "	"
64.	Arthur Seljan	Box 111	" "	"
65.	Joey Amogiyuk	Box 29	" "	"
66.	Kelley J. Jorci		" "	99769
67.	Nathaniel O'connor			
68.	Robert Amogiyuk	Box 82	Savoonga, AK.	99769
69.	Brantley Kogusagoon	Box 79	Savoonga AK	99769
70.	Roderic Jr	Box 25	" "	"
71.	Shelma Noongwook	Box 97	" "	"
72.	June Amogiyuk	Box 158	" "	"
73.	Fred Seljan	Box 153	Savoonga AK	99769
74.	Vernon Wagiji, Sr.	Box 133	Savoonga AK	99769
75.	Amy Seljan	Box 8	Savoonga AK	99769
76.	Paul Seljan	Box 1	Savoonga AK	99769
77.	Lila Akuya	Box 175	" "	"
78.	June Rookok	Box 101	SUA, AK	99769
79.	Susan Wagiji		SUA, AK	99769
80.	Brandon Wagiji		" "	"
81.	Rossie Kuyukuk		" "	"
82.	Mary Kuyukuk		" "	"
83.	John Seljan		SUA, AK	99769

84.	John Kulowij	Jan 25	Savoonga AK	
85.	Janet Noonjwook		Savoonga AK	
86.	Gregory P. Ilohi			
87.	Maud Muktahok Jr.	136	" " "	"
88.	Wilma Muktahok	136	" " "	"
89.	Ruth Muktahok	"	" " "	"
90.	Walfred Muktahok	"	" " "	"
91.	Art. S. AKEVA	108	"	" - 99769 -
92.	Ruthi Oksomealingok	100	"	"
93.	Mauri Kulowij	137	"	"
94.	Minnie Kulowij	"	"	"
95.	Sterling Hologergen		Box 188	"
96.	Julian Pappala		Box 149	"
97.	Dammy Sempala	"	Savoonga AK	
98.	Jessie Ilohi			
99.	Mick Moya	193	"	"
100.	Shesai-Kava	144	"	"
101.	Sharon Alawa	186	Savoonga AK	"
102.	Fydia Alawa	108	Savoonga AK	"
103.	Wet Akava	108	Savoonga AK	"
104.	Karen Ilohi	143	"	"
105.	Thoyl & Kengakok Jr	76	"	"
106.	Jody Madson	98	"	"
107.	Filma Noonjwook	128	"	"
108.	Budley Kijalob		"	"
109.	Benjamin Pampau	183	"	"
110.	Jonathan Annapau	29	"	"
111.	Ina Annapau	29	Savoonga, AK	99769
112.	Iky Kulowij	92	Savoonga AK	99769
113.	Sherry Kulowij	92	Savoonga AK	99769
114.	Arthur Hologergen	115	Savoonga AK	99769
115.	Anna Kava	156	Savoonga AK	99769
116.	Conditte Kava	156	Savoonga AK	99769
117.	Seth Pappala	141-	"	"



53)	Justly Alona	
54)	Carolyn Noongwook	Sawonga
55)	Dea Kuluyi Sr.	11
56)	Laria Kuloway	11
57)	Sherry Kuloway	11
58)	Ester Tashie	9
59)	Maria Soro	
60)	Burnie Hoongwong	6
61)	Christa Alona	11
62)	Tom Akaya	11
63)	Walter Kato	10
64)	Klaus Mokiyuk	61
65)	Elizabeth Mokiyuk	11
66)	Mary Jane Mokiyuk	11
67)	FRANCINE L KAVA	Box 114 SAWONGA
68)	Dea Kuloway	115 11

3-4-86

1. I wish to express my concern in regards to a meeting that was held in Anchorage on or about Feb., 1986 in regards to the Allocation of U.S. Mail in Alaska by Rebecca Range, Dept of Transportation, and a Mr. Dan Benton of the U.S. Postal Service. Meeting requested by special interest group of Commercial Air Carriers in Alaska. Examples ETC, Mark Air, Alaska Airlines and several small air taxi operators who in fact contract to Mark Air and Alaska Airlines. This meeting singled out Northern Air Cargo for criticism in their receiving their Allocation of the U.S. Mail. Northern Air Cargo is an FAA approved operation and are inspected by the FAA flight safety and maintenance people.
2. I am concerned that public officials such as the Dept of Transportation and the Postal Service can request a special meeting and present their proposed changes in the Allocation of the mail so that it would benefit them individually and their failure to hold public hearings on such a valuable service as offered by the people of Western Alaska by DOT & the U.S. Postal Service. Having had the opportunity to read the special interest group proposal to the Postal Service I can say that Mark Air and Alaska Airlines does NOT speak for me, a consumer. I further believe that if the proper public hearings are held in Western Alaska, they will present the true picture of the consumer who is so dependent upon the mail service for many of the essential items of their everyday needs, to mean groceries and in some situations medicine.

3. When North Air and Alaska Airlines decided to enter the Western Alaska Scheduled Air Service. they had made these feasibility studies of the market and it was their choice on what type of aircraft to use. Unfortunately it appears these aircraft cannot operate in many of the small villages on a direct flight schedule. So they must in turn rely upon small air taxi operators to haul their allocation of the mail to the concerned villages. The Air Taxi operators haul passengers first Mail second and freight last. So there is undue delay in the villages receiving their mails through this system. Whereas Northwestern Air Cargo Co. has three DC-6 aircraft and discharge 15 to 25000<sup>th</sup> of mail or freight at one time thereby saving much delay in the receiving of said mail.

4. We the public are fully aware of the presidential order calling for de-regulation which was expressed as the true American way of free enterprise. And yet when it appears to be working the special interest group is crying wolf. When in fact all they would have to do is purchase the same equipment (Aircraft etc) that allows Northwestern Air Cargo to operate and land at the small village airports. Northwestern Air Cargo remains in business and must be a profit able company and should not be penalized for being a productive company.

5. I do hope that you as an elected person will do all that is within your legal power to see that the public interest is served by backing your support to the call for the proper public hearings throughout Alaska at the earliest possible time.

Further, request that the Dept of Transportation  
and USPS. Also not effect any changes  
until such time as public hearings are  
held and evaluated.

I thank you

Sincerely yours

Donald D. Dantz  
Box 321  
Bethel, Alaska

99559

Copies:

- Alaska
- Muskowicki
- Young
- U.S. Dept of Transportation
- U.S. Post Office Dept.
- Gov. of Alaska
- Speaker of the House, State of Alaska
- Northern Air Cargo

ANGSTMAN LAW OFFICE, INC.

P.O. Box 758  
Bethel, Alaska 99559

Myron Angstman  
Douglas Durand  
Cathleen Connolly  
Dale O. Curda

(907) 543-2972

February 26, 1986

Senator Ted Stevens  
522 Hart Building  
Washington, DC 20510

Dear Senator Stevens:

I am writing this letter in support of Northern Air Cargo. I understand Markair, a competing airline company, has asked the U.S. Government to shift the transportation of mail away from Northern Air Cargo because of its all-freight status. Such a move would greatly effect Northern Air Cargo's ability to remain in service.

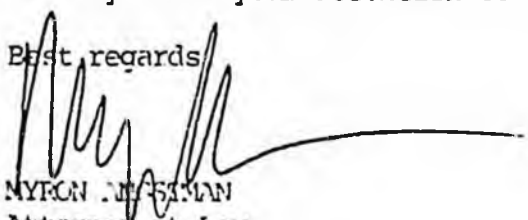
I strongly oppose such a move. All-freight service is an essential part of the bush transportation structure. There are, of course, certain materials that can only be carried on cargo flights. In earlier times when there were no scheduled cargo flights to Bethel, items that could only be carried on cargo flights often waited for days, if not weeks, before being transported out. Now, Northern Air Cargo brings in these items almost immediately, which greatly benefits not only those of us doing business in the bush, but also the general public.

I might add that Northern Air Cargo has been most supportive of community projects, supplying free or reduced rate transportation when appropriate for events or organizations which need assistance.

I don't pretend to know much about the system involved in awarding mail contracts, but do urge you to do what is necessary to assure that Northern Air Cargo gets its fair share under whatever system is employed.

Thank you for your attention to this matter.

Best regards,



MYRON ANGSTMAN  
Attorney at Law

MA/es  
E5

cc: Lon Brugger

4310297A 20FE666 01:12 EST

PTS  
/NTF PRI  
P0000300+FROM: VICTORY SERVICES INC. D.O.V.A. DIXIE O'QUINN WESSEL AGENT  
TELEX# 0259103804531(VICTORY INC)  
TELEFAX# (907) 581-1868  
TELEPHONE (907) 581-1563

TO THE HONORABLE UNITED STATES SENATOR TERRY STEVENS,

PLEASE ATTEND TO THE FOLLOWING STATEMENTS GATHERED FROM BUSINESSES AND RESIDENTS OF DUTCH HARBOR & UNALASKA, AND STATEMENTS FROM ORGANIZATIONS OUTSIDE OF ALASKA CONCERNED ABOUT SERVICES, AND CONCERNED ABOUT LOSS OF SERVICES IN THIS PARTICULAR AREA, DUE TO THE POSSIBILITY OF N.A.C. BEING UNABLE TO CONTINUE LONG ESTABLISHED CARGO/MAIL DELIVERYS PRIMARILY DUE TO WHAT SEEMS TO BE A POLITICALLY SUPPORTED "REARRANGEMENT AND OUSTING" OF A NUMBER OF QUALIFIED AIR CARRIERS IN ORDER TO SUPPORT AND SUBSIDIZE OTHER CARRIERS THAT CANNOT SUPPORT THEIR OWN EXPANSION IN A "DEREGULATED" INDUSTRY. IN EFFECT, THIS WILL RESULT IN UNFAIR "POLITICAL REGULATION" CLEARLY DESIGNED BY MR. BERGT AS HAS BEEN OUTLINED IN AN ARTICLE THAT APPEARED IN THE ANCHORAGE DAILY NEWS WRITTEN BY HAL BEANTON, FEBRUARY 22, 1986, ALSO IN THE ANCHORAGE TIMES IN AN ARTICLE THAT CAME OVER THE A.P. WIRE.

AS MIKE DODSON IS REPORTED SAYING, THESE "REFORMS" MUST AND SHOULD BE REVIEWED BY ALL OF THE COMMUNITYS THAT MOST CERTAINLY WILL BE AFFECTED. WE IN DUTCH HARBOR KNOW THAT WE WILL BE AFFECTED BY POORER SERVICES DUE TO THE FOLLOWING.

1. LESS FREQUENT SERVICE BECAUSE PASSENGER AIRCRAFT CANNOT LAND IN DUTCH HARBOR IN MARGINAL WEATHER, WHEREAS SLOWER RECIPROCAL ENGINE DRIVEN, ALL CARGO AIRCRAFT HAVE A BETTER RECORD. IF AND WHEN N.A.C. CANCELS, IT IS FROM A 'FLY OVER', WHILE THE OTHERS CANCEL FROM ANCHORAGE.
2. HAZARDOUS MATERIALS CANNOT BE SHIPPED ON PASSENGER AIRCRAFT, SO MUST WAIT FOR AN ALL CARGO PLANE OWNED BY THE PASSENGER AIRLINE TO BECOME FULL ENOUGH TO ECONOMICALLY WARRANT A DELIVERY FLIGHT TO WHEREVER. THIS WILL RESULT IN SERIOUS DELAYS, AS HAS BEEN EXPERIENCED IN THE PAST WHEN WE ONLY HAD ONE CARRIER.
3. HIGHER PRICES DUE TO LESS COMPETITION. THERE IS ALREADY A SIGNIFICANT PRICE DIFFERENCE IN CARGO RATES IN AND OUT OF DUTCH HARBOR.
4. IN-ORATE SHAPED CARGO CANNOT BE SHIPPED ON PASSENGER CRAFT, WHEREAS N.A.C. HAS A CARGO AREA IN EXCESS OF SIXTY FEET. THE OTHER CARRIERS WOULD HAVE TO USE THEIR SPECIALIZED CARGO AIRCRAFT, AT A HIGHER RATE, WHICH WOULD RESULT IN NO SERVICE AT ALL, BECAUSE THE CUSTOMER WOULD NOT BE ABLE TO JUSTIFY THE ADDDED COST.
5. POORER BY-PASS MAIL SERVICE, WHICH CONSISTS MOSTLY OF PERISHABLE GROCERY ITEMS AS DAIRY PRODUCTS, PRODUCE, ETC. DUE TO BETTER HAWKING OF THESE ITEMS, WE HAVE GONE FROM MILK 86.50 A GALLON TO A LITTLE LESS THAN \$5.00 PER GALLON.
6. ONE OF THE CARRIERS MENTIONED IN THE ANCHORAGE DAILY NEWS ARTICLE CANNOT LOAD PALATIZED CARGO INTO THEIR PLANE, DUE TO A MUCH LIMITED CARGO DOOR SIZE WHICH WILL ONLY ALLOW ITEMS OF APPROXIMATELY 3'X3'X3' TO FIT THROUGH THE DOOR, AND THIS, IN LIMITED NUMBERS.

THE DECLINE IN OIL INDUSTRY RELATED ACTIVITIES IS DIRECTLY RELATED TO THE LOSS OF CARGO AND PASSENGER REVENUES. WE SHOULD ALL DO WHATEVER IS NECESSARY TO ENCOURAGE THESE INDUSTRIES TO CONTINUE THEIR DEVELOPMENT PLANS IN ALASKA. MANIPULATING THE U.S. MAIL TO SUBSIDIZE AIRLINES THAT ATTEMPTED TO CAPITALIZE ON THEIR PROJECTIONS OF THE OIL INDUSTRY'S NEEDS IS CLEARLY AN ATTEMPT TO MAKE THEIR OWN RULES TO INSURE THEIR SURVIVAL AT THE COST OF OTHER COMPANYS, AND AT THE COST OF THE PUBLIC IN GENERAL.

THERE ARE A GREAT NUMBER OF SMALL AND NOT SO SMALL BUSINESSES IN ALASKA WHICH

HAVE EVOLVED AND GROWN SIMPLY THRU HARD WORK, DIVERSITY, AND INNOVATION. THESE ARE THE PEOPLE WE INSIST THAT YOU SERVE AND PAY ATTENTION TO AS WE ENCOURAGED YOU TO DO IN OUR LAST MESSAGE TO YOU OF FEB. 19, 1986.

ST [REDACTED] FROM STEVE KIKENORLL  
GENERAL MANAGER  
ALASKA COMMERCIAL CO. DUTCH HARBOR 361-1243

"I AM PARTICULARLY PLEASED WITH THE BY-PASS MAIL SERVICE PROVIDED BY N.A.C. THEY HAVE BEEN CONSISTENT AND TIMELY SINCE THEY HAVE BEEN SERVICING DUTCH HARBOR, WITH MUCH LESS SPOILAGE AND LITTLE OR NO LOSSES DUE TO DELAYED SCHEDULES. IF THERE ARE FEWER CARRIERS, THERE WILL BE LESS SERVICE DUE TO FEWER OPTIONS".

FROM JESS BURTON  
GENERAL MANAGER  
CARL'S COMMERCIAL INC. DUTCH HARBOR 391-1234

IF N.A.C. WERE TO BE PROHIBITED FROM SERVICING DUTCH HARBOR, WE AND THE COMMUNITY WOULD SUFFER DUE TO WHAT I THINK WOULD BE POORER SERVICE FROM THE REMAINING PASSENGER CARRIERS. IN CIRCUMSTANCES OF THE PAST, WE ALWAYS HEARD: "PASSENGERS COME FIRST, THEN MAIL THEN FREIGHT." THIS WAS ALL WE HAD, BUT IT WAS UNACCEPTABLE".

FROM  
GARY LANE  
PARTY MANAGER GEOPHYSICAL SERVICES INC.  
MAIN OFFICE IN CALIFORNIA  
ANCH OFFICE 563-3070

WE HAVE USED N.A.C. SERVICES EXTENSIVELY IN ALASKA DUE TO COMPETITIVE PRICING AND EXCELLENT SERVICE THAT HAS BEEN QUITE TIMELY. WE WOULD BE CONCERNED IF THEY COULD NOT SERVICE AREAS AS DUTCH HARBOR AND OTHER ALASKA PORTS WHERE WE DO EXTENSIVE SEISMIC RESEARCH FOR OIL COMPANYS DURING THE SPRING AND SUMMER MONTHS. WE MUST FLY IN ALL SORTS OF EQUIPMENT, SOME OF IT QUITE BULKY AND OF A HAZARDOUS NATURE, WHICH WE CANNOT MOVE VIA PASSENGER AIRCRAFT. WE ALSO "BACK HAUL" NEARLY AS MUCH AS WE FLY IN, AFTER A SEASON IS COMPLETE.

FROM  
HELEN HAMNER, GENERAL MANAGER UNISER INN, DUTCH HARBOR  
DUTCH HARBOR OFFICE 581-1325

I HAVE USED N.A.C. EXCLUSIVELY HERE BECAUSE I AM CONFIDENT IN THEIR HANDLING OF FRAGILE AND EXPENSIVE CARGO SUCH AS VARIOUS TYPES OF LIQUOR. WE ARE ALSO ENTIRELY CONFIDENT OF THE GROUND CREW AND THEIR HANDLING AND DELIVERY PROCEDURES. IT WOULD BE A LOSS OF SERVICE AND OPTIONS IF THEY COULD NOT SERVICE DUTCH HARBOR. MAIL SERVICE HAS IMPROVED SINCE THEIR EXPANSION TO DUTCH HARBOR, CARRYING MAIL.

FROM  
FRANK ARPAIOR  
OWNER PROPRIETOR  
MARCONCO (MARINE CONSTRUCTION AND ENGINEERING CO.)  
DUTCH HARBOR 381-1470

N.A.C. FREIGHT SERVICE IS DANDY. I AM THE ONLY CONSTRUCTION/ENGINEERING CO. OPERATING IN THE ALEUTIANS, AND WITHOUT AN ALL CARGO AIRLINE, IT WOULD BE DIFFICULT AND MORE EXPENSIVE TO PERFORM OUR WORK. PASSENGER PLANES ARE FOR PASSENGERS. CARGO PLANES ARE FOR CARGO. TO USE ONE FOR THE OTHER MUST BE A

COMPROMISE FROM ANY VIEWPOINT, AND WE HAVE TO COMPROMISE ENOUGH IN THE ALEUTIANS. WE SHOULD NOT BE FORCED TO COMPROMISE IN AREAS WHERE WE HAVE GAINED SUPPORT AND SERVICE FROM OTHERS COMMITTED TO US. ALL AREAS OF SERVICE WILL SUFFER IF N.A.C. DOES NOT OPERATE HERE, AND WE WILL SLIP BACK INTO THE SAME TYPES OF CONDITIONS THAT WE HAD BEFORE N.A.C., AS INDICATED IN ALL SIX ITEMS LISTED ABOVE. I CAN CONFIRM AND IDENTIFY WITH ALL SIX, WHICH LARGELY DO NOT EXIST DUE TO N.A.C.

FROM  
JOHN BOYLE  
OWNER OPERATOR MARYLAND BAY ENGINE  
DUTCH HARBOR  
581-1213

I ALWAYS OPT FOR N.A.C. FOR MY AIR FREIGHT NEEDS, MAINLY DUE TO PRICE AND DELIVERY CONSISTANCY. IT WILL BE A STEP(S) BACKWARD IN AN ALREADY DIFFICULT PLACE TO PERFORM ANY TYPE OF SERVICE IF N.A.C. CANNOT CONTINUE SERVICE.

FROM  
SALLY BERTHELSON  
OWNER SAL ALASKA LTD.  
DUTCH HARBOR  
581-1710

I HAVE OPERATED A MARINE SERVICE CO. FOR AMERICAN AND FOREIGN VESSELS WHICH NEED GOOD AND RELIABLE AIR FREIGHT SERVICE. ONE OF THEIR REQUIREMENTS ARE ITEMS SUCH AS TRAWL NETS WITH ALL THE RELATED HARDWARE. THESE ITEMS ARE VERY HEAVY, BULKY, AND WOULD NOT BE SUITED TO PASSENGER PLANE FREIGHT CAPABILITIES. I HAVE BEEN IN BUSINESS 5 YEARS AND HAVE SEEN FREIGHT SERVICES EVOLVE FROM VERY POOR TO EXCELLENT. WITH N.A.C. COMING ON LINE IT HAS ADVANCED TO AN EXCELLENT RATING. I WOULD LIKE TO SEE N.A.C. CARRY ALL THE MAIL TO DUTCH HARBOR, THAT WOULD ALLOW A FIVE DAY FREIGHT SCHEDULE INSTEAD OF THREE.

THERE ARE MANY OTHERS WHICH WILL MAKE SIMILAR STATEMENTS IF YOU THINK IT WILL BE HELPFUL. AS YOU CAN SEE FROM THESE FEW, MANY HAVE COME TO DEPEND ON AND APPRECIATE N.A.C.'S EFFORTS IN THE ALEUTIANS. ALSO AS THERE ARE ONLY SIX GIVING THEIR VIEWS HERE, IT ISN'T DIFFICULT TO VISUALIZE THE EFFECTS ON ALL WHO LIVE AND WORK IN THE ALEUTIANS. AS IN MOST OTHER CASES OF WORK SCARCITY, BUSINESS JUST BACK OUT OF COMMITMENTS THAT CANNOT BE MET. THIS IS WHAT WE SUGGEST THAT YOU RECOMMEND TO MARK AIR AND ALASKA AIRLINES. ALTHOUGH I CANNOT UNDERSTAND WHY AN ORGANIZATION AS LONGSTANDING AS ALASKA AIRLINES NOT BEING ABLE OR WILLING TO SUBSIDIZE THEIR OWN OPERATIONS. AIR PACIFIC IS NO LONGER CONTROLLED BY THE PRINCIPAL OWNER, RICHARD MALONY. IT SEEMS PRACTICAL FOR ALASKA AIRLINES TO DRAW BACK TO THEIR ORIGINAL BOUNDARIES UNTIL SUCH A TIME THAT IS MORE ATTRACTIVE FOR EXPANSION. THIS LINE OF REASONING COULD ALSO BE APPLIED TO MARK AIR.

IN A CHANGING WORLD OF DE-REGULATION, AND THE DISCONTINUING OF GOVERNMENT PROTECTIONISM, WE MUST LET OUR SYSTEM OF COMPETITION THRU FREE ENTERPRISE WORK FREELY. TO DO OTHERWISE IS NOT CONSTITUTIONAL, THEREFORE ILLEGAL. MOST OF US HAVE TO LIVE IN THE REALITY OF CAPITALISM, AND WE THINK ALL SHOULD DO THE SAME.

IF WE MADE UNWISE BUSINESS DECISIONS, I CANNOT THINK OF ANY SENATOR OR STATE REPRESENTATIVE OR ANY OTHER GOVERNMENT SERVANT THAT WOULD COME TO OUR ASSISTANCE WITH SPECIAL DEVICES.

IN ANY CASE, MANY PEOPLE THINK N.A.C. IS FIRST RATE, AND IN THE SHORT TIME THEY HAVE OPERATED IN DUTCH HARBOR, THEY HAVE BECOME NECESSARY, WHILE TWO JET LINERS ARE NOT. DEPENDABLE AND EFFECTIVE AIR CARGO IS JUST AS NECESSARY AS AIRLINE SERVICE FOR PASSENGERS, AND IN ADDITION, POOR CARGO SERVICE CAN RESULT DIRECTLY TO THE HARM OF COMPANIES.

IN OTHER PLACES GEOGRAPHICALLY, TO DO WHATEVER THEY NEED TO DO. DUTCH HARBOR IS A SERVICE COMMUNITY, AND RELIES ENTIRELY ON SERVICES TO OTHERS FOR A LIVELIHOOD. IF YOU ALLOW AND EVEN ENCOURAGE THE DEMISE OF N.A.C. YOU WILL HARM MORE THAN YOU WILL HELP.

THERE ARE OTHER CONSIDERATIONS ALSO, WHICH COULD HAVE A DIRECT EFFECT ON THE  
"LIABILITY" OF THIS PROPOSAL, IF IT COMES TO PASS. IT IS REPORTED THAT THE  
NATIONAL TRANSPORTATION AND SAFETY BOARD HAS RECOMMENDED TO THE F.A.A. THAT MARK  
AIR BE DISALLOWED FROM LANDING IN DUTCH HARBOR WITH A BOEING 737 DUE TO MARGINAL  
RUNWAY LENGTH AND THE TYPE OF APPROACH MANEUVERS NECESSARY TO LAND HERE. IF THIS  
ACTUALLY COMES TO PASS, WHAT THEN?

ALSO, WE ASK THAT YOU GIVE US YOUR REACTION TO THIS RATHER LENGTHY COMMUNICATION  
AT YOUR EARLIEST CONVENIENCE, ALONG WITH YOUR PUBLICATION OF THE SECOND HEARING,  
TIME, DATE AND PLACE, AS WE WISH TO ATTEND IF AT ALL POSSIBLE.

BEST REGARDS,

MAX AND DIXIE O'QUINN

NNNN

ACCEPTED 4310297A

DELIVERY NOTIFICATION:

MESSAGE NUMBER: 4310297A001  
INPUT ADDRESS: 09026360  
ANSWERBACK RECORD: TEDSTEVENS AHG  
DELIVERED TO: (TLX 1) \* 09026360  
DELIVERED AT: 26FEB66 01:24 EST

GOVERNOR BILL SHEFFIELD  
P.O. BOX A  
JUNEAU, ALASKA 99811

MARCH 5, 1986

DEAR GOVERNOR SHEFFIELD,

PLEASE FIND ENCLOSED A COPY OF A TELEX MESSAGE, #4310297 SENT TO THE ANCHORAGE OFFICE OF SENATOR STEVENS, FEBRUARY 26, 1986 FROM D.O.V.A., DIXIE O'QUINN VESSEL AGENT AND VICTORY SERVICES INC. BOTH FIRMS ARE SERVICE RELATED COMPANYS OPERATING IN DUTCH HARBOR, AK. AND WITH OFFICES IN THE CITY OF UNALASKA, AK., ALSO ENCLOSED IS A COPY OF A NEWSPAPER ARTICLE PUBLISHED IN THE ANCHORAGE TIMES, AND THE ANCHORAGE DAILY NEWS.

AS IS APPARENT, AN ATTEMPT TO CHANGE THE MAIL DISTRIBUTION POLICY OF THE U.S. POSTAL SERVICE IS BEING PROPOSED BY MR. BERGT OF MARKAIR SO AS TO CAUSE THIS AIRLINE TO DISTRIBUTE A LARGER VOLUMN OF THE MAIL IN THE STATE OF ALASKA, BASED ON HIS FORMULA, WHICH HE SITES "AS THE ONLY FAIR WAY TO DO IT". THIS IS, TO US AND TO MANY OTHERS, HIS OPINION ONLY, AND CANNOT BE TAKEN AS A QUALIFIED EXAMPLE OF WHAT IS FAIR AND WHAT IS NOT REGARDING MAIL SERVICES IN ALASKA, BECAUSE THIS PROPOSAL HAS MANY OTHER, FAR REACHING IMPLICATIONS TH' T COULD NOT BE BENEFICIAL IF IT IS ADOPTED. WE HAVE OUTLINED AT LEAST SOME OF THEM TO SENATOR STEVENS IN THE TELEX, AND WITHIN THE STATEMENTS GIVEN BY THE RESIDENTS AND BUSINESSES IN THIS AREA ONLY, NOT TO MENTION WHAT COULD HAPPEN IN OTHER TOWNSITES IN ALASKA, THAT THIS CHANGE IN MAIL DISTRIBUTION WOULD AFFECT.

WE KNOW AND UNDERSTAND AND APPRECIATE THE FACT THAT PEOPLE IN GENERAL ARE SUBSIDIZED IN ALASKA, AND IN PART DUE TO AND VIA THE TREMENDOUS FORTUNE OIL REVENUES HAVE PRODUCED.

WE ALSO UNDERSTAND THE U.S. POSTAL SERVICE, WHICH IS IN EFFECT, ALL PEOPLE THAT BUY 22¢ STAMPS, AND USE THE U.S. POSTAL SERVICE FOR GENERAL MAIL SERVICES ARE IN EFFECT SUBSIDIZING ALASKA, AND OTHER AREAS THAT COULD NOT PAY THE REAL COST FOR THESE SERVICES. THESE "STAMP BUYERS" ARE LITERALLY ALL OF THE CITIZENS OF THE UNITED STATES.

HEREIN LIES THE MAIN POINT WE WISH TO BRING TO LIGHT, AND ASK THAT ALL RECIPIENTS OF THIS LETTER GIVE VERY CLOSE ATTENTION. IF IN FACT A DIFFERENT MAIL DISTRIBUTION POLICY IS ADOPTED IN ALASKA TO PLEASE MARKAIR, THE TRUE FAIRNESS OF "SIBSIDIZING" WILL SHIFT FROM MOST OF THE PEOPLE IN ALASKA BEING BENEFITED, TO MARKAIR AND THEIR SUBSIDIARIES BEING THE MAIN BENEFICIARIES, WITH GREATLY REDUCED OPTIONS AND SERVICES FOR THE REST OF THE CITIZENS AND COMPANIES DOING BUSINESS IN ALASKA, AND SOME OF THE COMPANYS (MOST) ALL OF ALASKANS WANT TO COME TO THIS STATE TO DO BUSINESS. AND ALL OF THESE ARE NOT OIL RELATED, THOUGH THEY MAY BE THE LARGEST "BASE OF CUSTOMERS" THE STATE MAY HAVE AT THIS POINT IN TIME. AND IT WILL BE LITERALLY DONE IN THE NAME OF THOSE REALLY PAYING THE PRICE FOR THE U.S. POSTAL SYSTEM, THE CITIZENS OF THE U.S.

THE FIRST SERVICE THAT WILL BE LOST WILL BE THAT OF AN ALL CARGO CARRIER TO SERVICE THE ALEUTIANS ON A SCHEDULED BASIS AS WE NOW HAVE, AND HAVE HAD VIA N.A.C. THIS HAS BEEN A VERY TIMELY AND COST EFFECTIVE SERVICE FOR THE RESIDENT COMMUNITY AND FOR FISHING CONCERNS, AND NOT LEAST, FOR SEISMIC RESEARCH COMPANYS FROM CANADA TO CALIFORNIA TO HOUSTON, WHICH WE HAVE HAD THE PLEASURE TO KNOW AND WORK FOR, AND FOR THE OIL COMPANYS THEMSELVES, WITH DRILL RIGS BEING STORED FOR EXTENDED PERIODS IN DUTCH HARBOR, NEEDING ALL-FREIGHT SERVICES, AND NOT NECESSARILY THREE SCHEDULED PASSENGER CARRIERS.

FROM PAST EXPERIENCE, (EIGHT YEARS IN DUTCH HARBOR) WE CAN EXPECT NO CARGO SERVICE OF THIS TYPE DUE TO THE CONDITIONS OUTLINED IN THE TELEX, AND THIS LETTER WHICH ARE NOT NECESSARY TO REPEAT HERE. AND WITH THE DEMISE OF OF AN ALL CARGO SCHEDULED SERVICE, DUE TO THE PROPOSED "NEW FORMULA", WE AS A SERVICE PORT BECOME LESS ATTRACTIVE TO ALL, WHETHER FOREIGN VESSELS FISHING JOINT VENTURE, ALL THE WAY TO DRILL RIGS BEING STORED, SEISMIC CO.'S WORKING FOR OIL COMPANYS, AND FISHING CONCERNS IN GENERAL. TO WHOEVER WOULD COME TO THE PORT OF DUTCH HARBOR, ALASKA TO HAVE WHATEVER NEED ATTENDED TO. IN SHORT, SERVICES.

I HOPE ALL OF YOU CAN APPRECIATE THIS ATTITUDE, AND POINT OF VIEW; THAT SINCE ALL ARE TO BE CONSIDERED SUBSIDIZED, WE SHOULD CONTINUE TO SUBSIDIZE ALL, AND NOT JUST THE FEW. THERE IS

ALWAYS A CHANCE WHEN DEALING WITH THE PUBLIC GOOD, A GREAT DISSERVICE CAN BE DONE BY NOT HAVING ALL OF THE FACTS AND VIEWPOINTS AT HAND.

I WISH TO HEAR FROM YOU, AND I WILL DO ALL YOU CAN ASK OF ME FOR ASSISTANCE, EXPERIENCE, ANYTHING TOWARD CLARIFICATION OF THIS MOST IMPORTANT ISSUE.  
WE HAVE NOT RECIEVED A REPLY FROM SENATOR STEVENS AS WE REQUESTED IN OUR MESSAGE. THIS WE REGRET.

OUR VERY BEST REGARDS AND THANKS FOR YOUR ATTENDANCE,

MAX AND DIXIE O'QUINN  
VICTORY SERVICES INC., MAX O'QUINN PRESIDENT  
D.O.V.A. DIXIE O'QUINN VESSEL AGENT, DIXIE O'QUINN PRESIDENT

DON BRUGMAN, DENNIS GLADWIN,  
THIS LETTER WILL BE ADDRESED TO MORE THAN 20, OF WHICH YOU HAVE GIVEN ADDRESSES . PLS REVIEW AND EDIT ACCORDINGLY FOR CONTENT AND ADDITIONS TO TEXT I MAY HAVE OVERLOOKED.  
THANKS, MAX.  
ALL THESE FOLK ONLY NEED TO BE MADE AWARE OF THE MORALITY OF THE ISSUE. THEY (MOSTLY ) HAVE TO WORK FOR A LIVING AS YOU AND I.  
CHIN UP. AND PRAY SOME. IT DOES GOOD. I HAVE.  
MAX

March 23, 1986

Northern Air Cargo  
3900 West International Airport Rd.  
Anchorage, Alaska  
99502

Gentlemen:

This letter is in support of your continued mail and freight service to Southwestern Alaska.

As you know, mail service is especially critical in smaller rural communities as virtually all necessities of life generally arrive by mail. If mail transport is confined to only one carrier in the feeder system, inevitably service deteriorates. Service via your scheduled freight system is a necessary complement to that provided by the scheduled passenger carriers. No change or decrease in your share of this service should be permitted.

Sincerely

Fr. Gevasim Yurik  
St Nicholas Church  
Chignik Lake, Alaska

Serving Pt Hecden, Pilot Point, Chignik, Sand Point, King Cove

# Baker Aviation, Inc.

P.O. BOX 116 • KOTZEBUE, ALASKA 99752

March 6, 1987

Rep. Henry Springer, Vice-Chairman  
Transportation Committee  
Alaska State House of Representatives  
Pouch V  
Juneau, Alaska 99811

Dear Representative Henry Springer:


This letter will confirm that I am opposed to the adoption of House Joint Resolution No. 11; relating to transportation of mail to mainline and bush communities in Alaska.

I do not feel that the U.S. Postal Service should be required to adjust the mail distribution formula in order to solve the problems of scheduled passenger carriers.

The resolution would eliminate competition for the two remaining major mail carriers.

However, we, the commuter carriers would still have the same battle of competition.

Sincerely,

  
Marge Baker  
President

# Iliamna Air Taxi, Inc.

BOX 109  
ILIAMNA, ALASKA 99606

TIM & NANCY LA PORTE  
(907) 571-1248

March 6, 1987

The Honorable Bette Cato  
Chairwoman, Transportation Committee  
Alaska State House of Representatives  
Pouch V  
Juneau, Alaska 99811

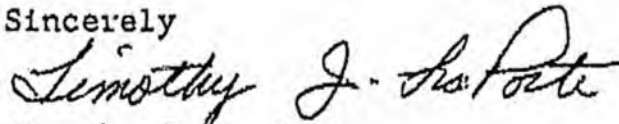
Dear Chairwoman Cato:

We are totally opposed to the adoption of House Joint Resolution No. 11 as it relates to transportation of mail to Mainline and Bush communities in Alaska.

The residents of the Lake Iliamna and Lake Clark areas presently enjoy the best passenger, Mail, and cargo service ever offered to us. This is the direct result of Airline Deregulation and the personal efforts of a few honest Airlines that are still totally committed to serving the needs of the Public.

Please do not revert the tremendous progress made in the entire State of Alaska by passing a resolution of this disastrous nature.

Sincerely



Timothy J. La Porte  
President

cc: Rep Adelheid Herrmann  
Sen Ted Stevens  
Sen Frank Murkowski  
Rep Don Young  
Hon Preston R. Tisch  
Postmaster General, U.S. Postal Service

# Peninsula Airways, Inc.

6231 COLLINS WAY  
ANCHORAGE, ALASKA 99502  
TELEPHONE: (907) 243-7701

BRISTOL BAY — KODIAK ISLAND — ALEUTIAN & PRIBILOF ISLANDS

March 3, 1987

Senator Ted Stevens  
522 Hart Senate Office Bldg  
Washington, D. C. 20510

Dear Ted:

Enclosed is a copy of my letter to The Alaska Air Carriers Association, resigning our membership from that organization.

Out of some two hundred Commercial Operators throughout the State, only 28 now belong to AACCA. Of the more than 45 mail carriers on the DOT service list, fewer than 20 belong to AACCA.

Since the AACCA no longer represents a true cross-section of the industry, I don't feel our name should be used in support of programs we don't agree with, the mail issue being one.

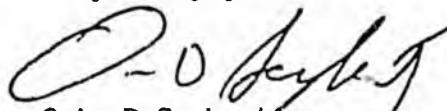
While I do sympathize with the large passenger carriers need to operate profitably while providing convenient service, I don't think the Postal Service should be used to operate inefficiently for its patrons.

If the Federal Government is to help guarantee jet service to Alaskan communities, the proper program to use is the Essential Air Service Act.

My strong feeling is that we should all be working together to prevent termination of the EAS, as the Administration seems to want, as well as extending the program for another ten years.

The EAS funds have been very efficiently used to cover deficiencies in service at specific communities. This program helps guarantee the right of every U. S. citizen to reasonable access to the National Transportation System at much lower cost to the taxpayer than the old regulated subsidy system.

Very truly yours



Orin D Seybert  
President

# Peninsula Airways, Inc.

6231 COLLINS WAY  
ANCHORAGE, ALASKA 99502  
TELEPHONE: (907) 243-7701

BRISTOL BAY — KOCIAC ISLAND — ALEUTIAN & PRIBILOF ISLANDS

Mar. 4, 1987

Rep. Adelheid Herrmann  
Pouch V  
Juneau, Ak. 99811

Dear Adelheid:

Enclosed are copies of letters to Senator Stevens and the Alaska Air Carriers Association, explaining our resignation from the AACA.

The AACA now has only 28 members and I feel it has become controlled by a small segment of the industry which is trying to force the Postal Service to favor a few particular carriers to the detriment of the general public.

In particular I feel you should be very careful in supporting HJR 11, as it may affect your constituents for instance in Togiak and St. George.

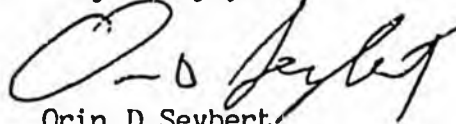
What has happened in those small communities now receiving direct large aircraft mail and freight service is what I would call progress, as their runways have been upgraded to support large aircraft operations it has become economically possible.

If Federal help is necessary to maintain good passenger transportation for some communities and situations (and I agree that Federal help is necessary), there is already exists the perfect program, the Essential Air Service Act to improve transportation without forcing the Postal Service to operate ineffectively and expensively.

The real effort needed in the coming year is to get Congress to extend the EAS indefinitely, and possibly expand it to more better cover these situations.

So please don't listen to a few carriers that tell you that if the system isn't changed they are going to hurt passenger service, because whenever I see points not being served properly, I can tell you my company will be there to provide service.

Very truly yours



Orin D Seybert  
President

CC: Sen Zharoff  
Rep Adams  
Rep Cato

# Peninsula Airways, Inc.

BRISTOL BAY — KODIAK ISLAND — ALEUTIAN & PRIBILOF ISLANDS

8231 COLLINS WAY  
ANCHORAGE, ALASKA 99502  
TELEPHONE: (907) 243-7701

Feb. 18, 1987

Alaska Air Carriers Ass'n  
4134 Ingra St. Suite 201  
Anchorage, Ak. 99503

Dear Cindy:

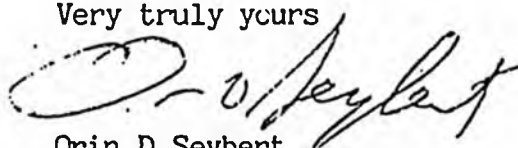
This letter is to inform you of the resignation of Peninsula Airways from the AACA.

While I firmly believe in the concept and the need of an organization to represent the industry as a whole, I am concerned that the membership has dwindled so badly that the Association no longer has a true representation of the industry as a whole.

I truly appreciate the time and effort you have put into the association, we all know it is far over and above what your compensation is, and I certainly hope you can continue your efforts to regain membership and make the AACA a united and state-wide voice of the industry as a whole.

When it is apparent that a majority of the operators see the need and are willing to participate in such an association, I would very much like to have the opportunity to rejoin.

Very truly yours



Orin D Seybert  
President

# ERA HELICOPTERS, INC.

505 WESTHEIMER SUITE 1000  
HOUSTON, TEXAS 77056  
TELEPHONE 713 621 7800

P. O. BOX 80149  
FAIRBANKS, ALASKA 99701  
TELEPHONE 907 452 1835

6160 SOUTH AIRPARK DRIVE  
ANCHORAGE, ALASKA 99502  
TELEPHONE 907 248 4423

PLEASE REPLY TO Anchorage

February 20, 1987

Mr. Don Brugman  
General Manager  
Northern Air Cargo, Inc.  
3900 W. Intl. Airport Rd.  
Anchorage, Alaska 99502

Dear Don:


Please find enclosed two packets containing specific information regarding Lifeguard Alaska, Providence Emergency Transport.

ERA's involvement in conjunction with Providence Hospital to provide Medivacs throughout the state has developed over the past ten years into a comprehensive program, of which we are very proud.

Also enclosed is a summary of our transports for 1986, by month, origin, and diagnostic category.

If you have any additional questions or need assistance with your presentation, please contact me.

Sincerely,

  
Kristin K. Kirschbaum  
Manager, Customer Service

Enclosures:

MONTHLY SUMMARY  
JANUARY - DECEMBER 1986

January:            Total    37

Air                    24  
  ALS                 17  
  Perinatal          7

Ground               11  
  ALS                 2  
  Perinatal          9

Commercial           2  
  ALS                 2  
  Perinatal          0

February:           Total    32

Air                    20  
  ALS                 13  
  Perinatal          7

Ground               11  
  ALS                 1  
  Perinatal         10

Commercial           1  
  ALS                 0  
  Perinatal          1

March:                Total    52

Air                    28  
  ALS                 18  
  Perinatal         10

Ground               20  
  ALS                 2  
  Perinatal         18

Commercial           4  
  ALS                 3  
  Perinatal          1

April:                Total    44

Air                    30  
  ALS                 13  
  Perinatal         17

Ground               10  
  ALS                 0  
  Perinatal         10

Commercial           4  
  ALS                 1  
  Perinatal          3

May:                    Total    61

Air                    43  
  ALS                 23  
  Perinatal         20

Ground               12  
  ALS                 0  
  Perinatal         12

Commercial           6  
  ALS                 6  
  Perinatal          0

June:                    Total    65

Air                    43  
  ALS                 33  
  Perinatal         10

Ground               20  
  ALS                 0  
  Perinatal         20

Commercial           2  
  ALS                 1  
  Perinatal          1

July: Total 60

Air 41  
ALS 23  
Perinatal 18

Ground 13  
ALS 0  
Perinatal 13

Commercial 6  
ALS 3  
Perinatal 3

August: Total 54

Air 41  
ALS 32  
Perinatal 9

Ground 10  
ALS 1  
Perinatal 9

Commercial 3  
ALS 1  
Perinatal 2

September: Total 58

Air 31  
ALS 26  
Perinatal 5

Ground 15  
ALS 2  
Perinatal 13

Commercial 12  
ALS 9  
Perinatal 3

October: Total 60

Air 34  
ALS 24  
Perinatal 10

Ground 21  
ALS 0  
Perinatal 21

Commercial 5  
ALS 5  
Perinatal 0

November: Total 58

Air 38  
ALS 30  
Perinatal 8

Ground 14  
ALS 1  
Perinatal 13

Commercial 6  
ALS 6  
Perinatal 0

December: Total 43

Air 30  
ALS 23  
Perinatal 7

Ground 9  
ALS 1  
Perinatal 8

Commercial 4  
ALS 4  
Perinatal 0

ORIGIN OF TRANSPORT  
JANUARY - DECEMBER 1986

Providence	145
Homer	70
Soldotna	44
EAFB	39
Glennallen	34
Fairbanks	29
Seward	28
Humana	22
Kodiak	21
Juneau	20
ANMC	18
Bethel	17
Valdez	14
Kotzebue	14
Cordova	12
Cold Bay	11
Deadhorse	11
Adak	8
Dutch Harbor	6
Barrow	6
Dillingham	6
St. Paul	5
Nome	5
Yakutat	4
Palmer	3
Sitka	2
Beluga	2
Illiamna	2
Seattle	2
McGrath	2
St. George	2
Home	1
Terrance BC	1
Chignik	1
Nannek	1
Haines	1
Tachletna	1
Buffalo Mine	1
Yetna	1
Lake Creek	1
Wrangell	1
Prospect Lake	1
Pt. Possession	1
Eureka Lodge	1
Sterling	1
King Cove	1
Oloc	1
Minnesota	1
Dawson Creek	1
Sandpoint	1

DIAGNOSTIC CATEGORIES OF PATIENTS TRANSPORTED  
JANUARY - DECEMBER 1986

Stable returns	83	Hypoglycemia	2
Cardiac	59	Pulm. embolus	2
Trauma	59	Ectopic pregnancy	2
Asphyxia/Apnea	40	Heart Transplant	2
Prematurity	38	Donor Recovery	2
RDS	34	Botulism	2
Head Injury	26	BPD	2
Premature labor	26	COPD	2
Acute abd. or abd. obst.	17	Coma	2
Ortho	16	Shunt	2
MAS	13	SIDS	1
Sepsis	12	Epiglottis	1
CVA	11	Low birthweight	1
GI Bleed	10	Pulmonary atresia	1
Testing	9	R/O IVH	1
CA	8	GU abnormalities	1
Pneumonia	7	Pulmonary banding	1
Spinal cord	6	Diaphragmatic hernia	1
Unknown	6	Multiple abnormalities	1
Rehab	5	AIDS	1
Aneurysm	4	Hypothermia	1
Meningitis	4	Rectal vaginal fistula	1
Hypertension	3	TE fistula	1
Seizures	3	Guillian Burre	1
OD	3	Trisomy 13	1
Burn	3	ARDS	1
Behavioral	3	IUGR	1
OR	3	Anemia	1
Renal failure	2	Hyperbilirubinemia	1
Poor transition	2		

February 17, 1967

Representative Henry Springer  
House of Representatives  
P.O. Box V  
Juneau, AK 99811

Dear Mr. Springer:

In response to HB 11, recently introduced by Representative Adams, I would like to offer my comments.

While it is written vaguely, the resolution seems to imply that passenger service in the bush areas are hurting. That is a false idea. With competition the way it is, passengers have a wide variety of both airlines to choose from and schedules to fit their needs. Competition between the airlines in this region has benefited the people of the bush.

I feel that the end result of this resolution, should it pass, would lead to elimination of competition and encourage a monopoly to develop. The only one to benefit from this situation would be the major carrier. The people of the region would ultimately pay the price by having their mail, supplies, and groceries sit around, waiting to be shipped. A monopoly would encourage inflated shipping costs, making the high cost of living in this area even higher. I do not believe that the people you represent would want this. I can tell you that I do not want it.

As a small regional air carrier, we are in business to 1) serve the people of the region and 2) make a fair profit doing just that. I am concerned about the effect that any monopoly would have on both the region and the businesses serving it. I do not want to see air service regress, higher prices for poorer quality service, or a reduction in options for either passenger or cargo service.

I urge you, Mr. Springer, to do all you can to protect competition. It is our incentive to provide the best possible service to our customers

Sincerely,

David K. Olson  
President  
OLSON AIR SERVICE, INC.

# Omni

ENTERPRISES, INC.

22105 23rd DR. S.E.

BOTHELL, WASHINGTON 98021

TELEPHONE (206) 481-6664

Anchorage Office:

3710 Woodland Drive, Suite 2000

Anchorage, Alaska 99517

907/248-2929

March 6, 1987

The Honorable Bette Cato  
Chairwoman, Transportation Committee  
Alaska State House of Representatives  
Pouch V  
Juneau, Alaska 99811

Dear Chairwoman Cato:

As an Alaskan business that is a major shipper of products to rural Alaska and has a major concern for the people of Alaska, we strongly support the By-Pass mail system as it exists today. The people of rural Alaska today enjoy the greatest service level in the history of the state. They now enjoy many of the items and products we have taken for granted. If we take the competition out of the By-Pass mail system, the rural cities of Alaska will take a giant step back in time. As an experienced and caring business don't let this happen to our people.

Sincerely,

OMNI ENTERPRISES, INC.

Hans Winterlich  
Vice President, Retail Operations

cc: Albert P. Adams (Sponsor)  
H.A. Boucher (Transportation Co. Liaison)  
Virginia M. Collins (Community & Regional Comm)  
Adelheid Herrmann (Sponsor)  
Bill Hudson (Transportation Committee)  
Mike Miller (Transportation Committee)  
Heinrich Springer (Chair, Community & Regional Affairs)  
F.Kay Wallis (Sponsor)  
Jim Zawacki (Community & Regional Affairs Comm)



# ALASKA COMMERCIAL COMPANY

ALASKA PIONEER MERCHANTS

## EXECUTIVE OFFICES

8051 S. 198th  
KENT, WA. 98031  
(206) 872-7300

1011 E. TUDOR RD.  
SUITE 120  
ANCHORAGE, AK 99503  
(907) 279-7467

February 23, 1987

The Honorable Bette Cato  
Chairwoman, Transportation Committee  
Alaska State House of Representatives  
Pouch V  
Juneau, Alaska 99811

Dear Chairwoman Cato:

We have recently become aware of House Joint Resolution No. 11 which recommends the revision of the existing mail system to take into account the frequency and capacity of passenger service offered by each carrier serving a community. As one of the largest users of non-priority mail in the state, approximately 13 million pounds a year, we feel it appropriate and necessary for us to comment on any potential change to that system.

The special features of the mail system in rural Alaska were designed to accomplish social and economic objectives that are related to delivery of freight to lower the cost of goods. This efficient, cost effective system has enabled us to increase the selection of products available to our customers while allowing us to maintain low prices. ACC prides itself on being able to deliver a broad selection of goods at the lowest prices and the bypass mail system has helped make this possible. By confusing the issue of mail with passenger service it becomes more complex than it was meant to be. While passenger service in rural Alaska is important and perhaps warrants additional financial support, it should be separate from the mail revenues. It would be counterproductive should mail service suffer in an attempt to maintain a high level of passenger service. Mail revenues should continue to be used to lower the cost of bringing goods to rural communities.

From the perspective of a user of this system, it works smoothly and efficiently. While we are not against change if there is something to be gained, we believe it would be wrong to change a system that is working to one which is tied to an unrelated commodity. We would suggest that extensive hearings be conducted by the legislature prior to the passage of any resolution relating to the mail system in Alaska to better determine the impact such a change would have on the communities and people the system was established to serve. These hearings should be conducted not only by the Department of Transportation but also by the Department of Community and



# ALASKA COMMERCIAL COMPANY

ALASKA PIONEER MERCHANTS

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ANCHORAGE, AK 99503  
(907) 279-7467

Regional Affairs and should be held in communities throughout the state. In this way information can be gathered from those users of the mail system which will be affected by any change. By discussing the proposed changes with the customers who will be affected, the impact can better be determined.

It is our understanding that the US Postal Service is planning on conducting hearings throughout the state this spring in an effort to evaluate the existing system and discuss any improvements which could be made. Perhaps it would be possible to conduct legislative hearings at the same time. This could accomplish both the objective of the Post Office while providing more definitive information on which for the Legislature to base their decision. We would respectfully request that we be notified of any hearings scheduled on this resolution so that we have an opportunity to further explain the potential impact of the implementation of this resolution on the communities in which we live.

While the Alaska Commercial Company does not want to interfere with the legislative process, we do believe it imperative that additional research be conducted before a decision of such magnitude is made.

Sincerely,

SAMUEL J. SALKIN  
President  
ALASKA COMMERCIAL COMPANY

CEDC SALES, INC. D/B/A



# ALASKA COMMERCIAL COMPANY

ALASKA PIONEER MERCHANTS

EXECUTIVE OFFICES

8051 S. 198th  
KENT, WA. 98031  
(206) 872-7300

1011 E. TUDOR RD.  
SUITE 120  
ANCHORAGE, AK 99503  
(907) 279-7467

2/23/87 Bypass Mail Letter Sent To the Following:

Albert P. Adams (Sponsor)  
H. A. Boucher (Transportation Committee)  
Bette Cato (Chairperson, Transportation Committee)  
Virginia M. Collins (Community & Regional Affairs Comm)  
Adelheid Herrmann (Sponsor)  
Bill Hudson (Transportation Committee)  
Mike Miller (Transportation Committee)  
Heinrich Springer (Chair, Community & Regional Affairs)  
F. Kay Wallis (Sponsor)  
Jim Zawacki (Community & Regional Affairs Comm)



# ANICA, INC.

ALASKA NATIVE INDUSTRIES CO-OPERATIVE ASSOCIATION INC.

February 20, 1987

Since 1948

The Honorable Bette Cato  
Chairwoman, Transportation Committee  
Alaska State House of Representatives  
Pouch V  
Juneau, Alaska 99811

Dear Chairwoman Cato:

We are opposed to the adoption of House Joint Resolution No. 11 relating to transportation of mail to Mainline and Bush communities in Alaska.

The intent of the resolution is to have the U.S. Postal Service subsidize the passenger air service. What the resolution fails to recognize is that the majority of all people living in rural Alaska, have benefited from the deregulation of the airlines, which in fact has brought more frequent passenger service, along with competitive air freight service to Alaska villages for the first time in many years of airline monopoly of mail service.

It is a known fact that just a few airlines in the State of Alaska who want to control mail service object to competition and favor this House Bill No. 11.

As an Alaska Native owned cooperative which has been in business for over 40 years, serving over 40 different rural Alaska villages, we urge that House Joint Resolution No. 11 be defeated.

Sincerely,

Hyrum W. Jepsen  
Anchorage Branch Manager  
ANICA, INC./Anchorage

cc: Rep Adelheid Herrmann  
Rep Al Adams  
Rep Peter Goll  
Rep Lyman Hoffman  
Rep Kay Wallis  
Rep Heinrich Springer  
Sen Jack Coghill  
Sen Willie Hensley  
Sen Fred Zharoff  
Sen John Binkle

cc: Sen Ted Stevens, U.S. Congress  
Sen Frank Murkowski, U.S. Congress  
Rep Don Young, U.S. Congress  
Hon Preston R. Tisch, Postmaster Gen., USPS  
Clifford Weyiouanna, Pres., ANICA, INC.  
Paul Peck, Gen. Mgr., ANICA, INC.



Since 1948

# ANICA, INC.

ALASKA NATIVE INDUSTRIES CO-OPERATIVE ASSOCIATION INC.

February 24, 1987

Senator Jack Coghill  
Alaska State Senate  
Pouch V  
Juneau, Alaska 99811

Dear Senator Coghill:

We are in support of the adoption and passage of Senate Joint Resolution No. 16.

Since this resolution recognizes the fact that deregulation has brought more frequent passenger service and competitive air freight service to Alaska villages for the first time in many years and that this resolution would make continued uncontrolled mail service available to Alaska villages we, as an Alaska Native owned cooperative which has been in business for over 40 years, serving over 40 different rural Alaska villages, urge the passage of this resolution.

Sincerely,

Myrum W. Jepsen  
Anchorage Branch Manager  
ANICA, INC./Anchorage

HWJ/ga

cc: Rep Adelheid Herrmann  
Rep Al Adams  
Rep Peter Goll  
Rep Lyman Hoffman  
Rep Kay Wallis  
Rep Heinrich Springer  
Sen Willie Hensley  
Sen Fred Zharoff  
Sen John Binkley  
Sen Sturgulewski  
Sen Halford  
Sen Uehling  
Sen Szymanski  
Sen Lloyd Jones  
Sen Jay Kurtula

cc: Sen Ted Stevens, U.S. Congress  
Sen Frank Murkowski, U.S. Congress  
Rep Don Young, U.S. Congress  
Hon Preston R. Tisch, Postmaster Gen., USPS  
Clifford Weyiouanna, Pres., ANICA, INC.  
Paul Peck, Gen. Mgr., ANICA, INC.



# ANICA, INC.

ALASKA NATIVE INDUSTRIES CO-OPERATIVE ASSOCIATION INC.

Since 1948

March 10, 1986

Senator Ted Stevens, Senator From Alaska  
Senate Office Building  
Washington, D. C. 20510

Dear Senator Stevens:

The Alaska Native Industries Coperative Association, INC., (ANICA, INC.), is strongly opposed to the attempt by several Air Carriers in Alaska to petition the U.S. Postal Service to change mail distribution.

Deregulation, competition and the Free Enterprise System working with the present U.S. Postal Service Distribution has enabled Alaskans to receive the best passenger, freight and mail service they could ever imagine.

We ship close to half-million pounds of consumer goods each week to over 45 Native Village Stores throughtout the entire state through the mail system. We know what we are talking about and we do not need new regulations to change a system that is working well for the people of Alaska.

We feel the people of Alaska should have something to say about these decisions and not just a select group of Air Carrier Businesses who want to control and regulate their bottom line profits by changing current Mail Distribution.

Sincerely,

Hyrum W. Jepsen  
Anchorage Manager  
ANICA/Anchorage

CC: Garrison - Farnaz  
Shad...  
Young  
Markowski  
Orlando  
Anchorage • 1801 West 48th • Anchorage, Alaska 99503 • (907) 248-3100

February 23, 1987



UC87-2041

Mr. Butch Hallford  
Assistant Cargo Manager  
NORTHERN AIR CARGO  
3900 W. International Airport Road  
Anchorage, AK 99502

Dear Mr. Hallford:

Attached is a copy of the telegram that was sent this date to the members of the State House of Representatives, Transportation Committee.

If you have any questions or if we may be of further help in this matter, please feel free to contact Mr. Hamlen.

Sincerely yours,,

A handwritten signature in cursive script that reads "Audrey J. Bishop".

Audrey J. Bishop  
Office Manager

/ajb

Attachment: a/s

cc: James Joseph  
Myron Naneng

E099-(001)

Reference: House Joint Resolution No. 11, Relating to transportation of mail to mainline and bush communities in Alaska.

#### Members of the Transportation Committee

United Utilities provides telecommunications services to 56 bush communities. We have considerable experience shipping materials to and from bush communities and in dealing with carriers for transporting our traveling technicians.

House Joint Resolution No. 11 would have the Alaska State Legislature request the U.S. Postal Service to adopt a policy for the distribution of mail to carriers serving Alaskan communities that specifically takes into account the frequency and capacity of scheduled passenger service offered by each carrier serving a community. Currently, the U.S. Postal Service tenders mail under a policy known as "equitable tender". Equitable tender simply means that the mail is distributed as equally as possible among the airlines flying a particular route. The carrier with the most trips on a route now receives a proportionately larger share of the mail.

What is not clear to United is what the impact would be if the U.S. Postal Service were to abandon the "equitable tender" policy in favor of a "passenger carrier" policy. Would passenger service improve? Could cargo service improve? Or would cargo service be less frequent and dependable? A carrier that only hauls freight would not be able, under the proposed policy, to haul mail. The adoption of the proposed "passenger carrier" policy would undoubtedly deprive a freight only carrier from receiving the revenue that it now receives for hauling mail.

United does not have sufficient information to make a decision to either recommend or oppose the adoption of House Joint Resolution No. 11. Conceptually, the resolution may appear to make a lot of sense; however, the transportation of freight and passengers in the bush is very complex and many improvements have evolved over the years. We're recommending that an independent study be commissioned so that an informed decision can be made on Resolution No. 11. Bush residents, companys doing business in the bush, and carriers all have a vested interest in the impact that the delivery of mail has on bush transportation.

 BURLINGTON NORTHERN  
AIR FREIGHT

March 13, 1986

Senator Ted Stevens  
Senator from Alaska  
Senate Office Building  
Washington, D.C. 20510

Dear Senator Stevens,

As a freight forwarder in Anchorage, I am concerned about the proposed mail distribution policy change and its effect on freight service to bush Alaska.

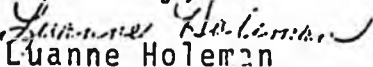
If this change is effected, it will ultimately bring about the end of options for shipping freight to the bush. Northern Air Cargo provides reliable, scheduled all-cargo service. Our customers depend on that; as a freight forwarder, I would hate to lose it.

The change would have a major affect on Alaskans. The people should have the opportunity to have their views heard; their opposition noted and taken into consideration.

Burlington Northern Air Freight opposes this proposed change of Postal Service mail distribution policy.

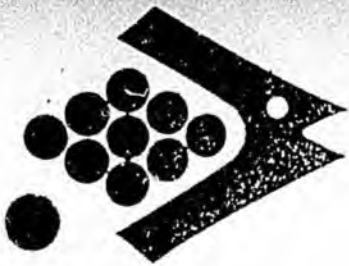
Thank you for you consideration of this matter.

Sincerely,



Luanne Holman  
District Manager  
Burlington Northern Air Freight

cc: Governor Bill Sheffield  
Senator Frank Murkowski, Senator from Alaska  
Congressman Don Young, Congressman from Alaska  
Ms. Rebecca Gernhart-Range, U.S. Department of Transportation  
Albert V. Casey, Postmaster General  
James E. Orlando, Director, Office of Transportation  
Judith Carmine, General Manager, Transportation Ops.



## WHITNEY FOODS

A Division of Kyokuyo U.S.A., Inc.  
100 West Harrison Plaza, South Tower  
P.O. Box 9287, Seattle, WA 98109  
Phone (206) 281-1262 Telex 32-8886

March 6, 1986

Don Brugman  
Vice President - General Manager  
Northern Air Cargo, Inc.  
3900 W. International Airport Rd.  
Anchorage, Alaska 99502

Dear Mr. Brugman:

Whitney Foods operates a fish processing plant in Anchorage, Alaska and has been in business since 1970. The plant has run about 6 to 10 million pounds annually since then. We depend on air service to fly the raw products of fish from the interior areas of Alaska, such as Bethel, St. Mary's, Unalakleet, Kotzebue, Nome and the Bristol Bay areas. These areas are heavily dependent on the salmon seasons for their seasonal livelihoods and employment.

In order to provide the markets with the highest quality seafood products and the best return to the individual fisherman, Whitney Foods depends heavily on the best service and lowest cost air freight rates possible. The last few years of deregulation have provided better service and lower costs to send supplies and pick up fish in the areas in which we operate.

Changes in the structure (mail allocation) that effect the above service and rates will only be a detriment to the communities and the fishermen that depend on air transportation to move their high volume products, on a regular basis, to insure quality and cost effectiveness.

The status quo provides the opportunity for service and competitive prices from all carriers from the fish producing areas of the state.

Regards,

*Bruce Mitchell*

Bruce Mitchell  
General Manager Operations

BM/cr



ALASKA MINERS ASSOCIATION, INC.

ALASKA MINERS ASSOCIATION

RESOLUTION

WHEREAS the Alaska miners are dependent upon reliable all cargo transportation to remote areas within the State of Alaska, and

WHEREAS Northern Air Cargo has supported the Alaska miners for the past 30 years in both charter and now scheduled all cargo service, and

WHEREAS efficient and direct all cargo service means lower operating costs for the mining community with increased service levels resulting in higher quality food products as well as less "down" time for equipment and these services are essential to maintaining camps in remote areas and maintaining production levels and

WHEREAS the Postal Dispatch rule changes proposed in House Joint Resolution No. 11 will restrict Northern Air Cargo from all cargo service (60% of cargo within the State of Alaska is U.S. Mail),

THEREFORE, BE IT RESOLVED that the Alaska Mining Association strongly opposes any government regulations that limit mail transport exclusively by passenger aircraft in the State of Alaska and urges Congressional support of legislation promoting fair competition within the airline industry.

PASSED AND APPROVED by the Alaska Mining Association this 6 day of February, 1987.

---

Curtis V. McVee  
Executive Director  
Alaska Miners Association

# TOGIAK NATIVES LIMITED

P.O. Box 169 • Togiak, Alaska 99678 • (907) 493-5520

February 19, 1987

The Honorable Governor Steve Cowper  
Office of the Governor  
3rd Floor  
State Capital  
Pouch A  
Juneau, Alaska 99811

Dear Governor Cowper:

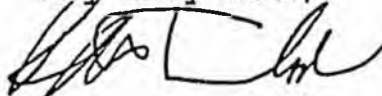
It has come to my attention that certain members of the Alaska Legislature are supporting action that will seriously affect the economy of Togiak. I am referring to House Joint Resolution No. 11 "Relating to Mail to Main-line and Bush Communities" that is ill conceived and gave no thought to, nor input from, the residents of Togiak, Twin Hills, Goodnews Bay and the surrounding area.

Togiak has been making very good progress over the past few years in becoming an economic self-supporting community and is attempting to spread the benefits of these efforts to surrounding communities. Apparently, some members of the Legislature are bowing more to the demands of one large community over several smaller ones and, more questionable in our minds, to big, state-wide businesses rather than existing and developing local businesses.

Attached is a memorandum directed to the residents of this area that addresses the issue and concerns existing in regard to this matter. Attached to this memo are signatures of a great many of the residents of the area acknowledging their concern that they not lose the current level of freight service to Togiak. If more time was allowed I feel confident that almost all residents of this area would give their signature to this issue.

I respectfully request the support of your office in this matter.

Very Truly Yours,



Robert Nanalook  
President

RN:fka  
Enclosures

cc: Al Adams  
John Binckley  
Rep. Kay Wallis  
Rep. Mike Davis  
Rep. Pat Pourchot

Sen. Jan Faiks  
Sen. Pat Rodey  
Sen. Willie Hensley  
Sen. Arliss Sturgulewski  
Sen. Fred Zharoff

Rep. Adelheid  
Hermann

# WAINWRIGHT CO-OPERATIVE ASSOCIATION

WAINWRIGHT, ALASKA 99782

February 14, 1987

Northern Air Cargo  
3900 W. International Airport Rd.  
Anchorage, Alaska 99502  
ATTN: H. Jorgensen

Dear Mr. Jorgensen,

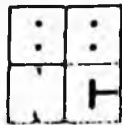
I have become aware of the fact that Northern Air Cargo may become the bypass mail carrier for Wainwright sometimes in the future. I wish to offer my full support for this program. For many years, we in the North Slope Villages have been expressing an interest in having a carrier bring us our groceries and supplies directly from Anchorage or Fairbanks. We have had to limit our produce and fruit orders due to damage and spoiling of such perishables during transit from Anchorage, but hopefully, this problem would be alleviated with your service. Besides, we might be able to offer more services to our customers who are planning on making major purchases during the busy spring and summer season.

Thank you for your interest in serving the Wainwright Cooperative Association as well as the rest of our village.

Sincerely,

George Agnasaggá  
Manager

cc: Kevin Hault, store advisor, ANICA, Inc.  
Moses Nayakik, President, Board of Directors



# Bristol Bay Native Corporation

800 CORDOVA / P.O. BOX 100220 / ANCHORAGE, ALASKA 99510 / (907) 278-3602  
TELECOPY (907) 276-3924

February 18, 1987

The Honorable Bette Cato  
Chairwoman, Transportation Committee  
Alaska State House of Representatives  
Pouch V  
Juneau, Alaska 99811

Dear Chairwoman Cato:

We are opposed to the adoption of House Joint Resolution No. 11 relating to transportation of mail to Mainline and Bush communities in Alaska.

The intent of the resolution is to have the U.S. Postal Service subsidize the passenger air service. What the resolution failed to address is that the majority of people in the Bush and Mainline communities in Alaska depend more heavily upon cheaper freight rates, for the delivery of food and supplies that only cargo carriers can provide, than for cheaper passenger air fare. Presently, air fare into the Bristol Bay is one half of what it was last year and very adequate. This is due to increased competition. Therefore, we urge that House Joint Resolution No. 11 be defeated.

Sincerely,

*Donald F. Nielsen*

Donald F. Nielsen  
Senior Vice President

cc: Rep Adelheid Herrmann  
Sen Ted Stevens  
Sen Frank Murkowski  
Rep Don Young  
Hon Preston R. Tisch  
Postmaster General, U.S. Postal Service

Aleut Community Store  
Of Saint Paul  
Post Office Box 85  
Saint Paul, Alaska 99660  
(907) 546-2209

March 3, 1986

Mr. Ted Stevens  
United States Senator  
147 Russell Office Building  
Washington, D.C. 20510

Honorable Ted Stevens

This letter is prompted by the recent request for revision of the Postal Service's M-31 Handbook, by nine (9) Alaska Air Carriers.

With the present downturn in the Alaska economy, I can see why these air carriers have banded together to try and recapture their lost income. From their aspect, they have a valid point, but from the aspect of the recipients of the mail in the rural Alaska communities, any revisions would spell DISASTER !

If any of the petitioning air carriers secure their proposed revisions, it would be a GIANT STEP BACKWARDS ! We would end up in the same situations that we faced years ago. The mail would be dropped at the Hub, and smaller aircraft would handle the mail to the rural communities. In theory, this sounds like an equitable arrangement, but higher costs are not taken into consideration with this theory.

I am sure that you realize that the more the mail is handled, the more chance for damage to occur. I would like to cite some specific examples:

- I. With the beginning of Direct Service to our community, within the first months service we enjoyed more than a \$1,000.00 Decrease in the damages we sustained by improper mail handling.

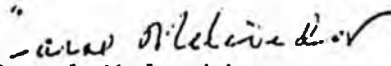
Aleut Community Store  
Of Saint Paul  
Post Office Box 85  
Saint Paul, Alaska 99660  
(907) 546-2209

- II. Before Direct Service, we were unable to utilize By-Mail for shipment of frozen food, but with Direct Service the residents of our rural community have been able to realize a 50% cost reduction in their frozen food prices!
- III. If a product is dented, even though slightly, the rural customer will not purchase it, no matter what the cost to them, forcing us to destroy the product.
- IV. If we were forced to return to the old ways, of receiving our By-Pass and First Class mail via the HUB, we would suffer both financially and physically by the loss of product. Even now, when product is moved to us via the an airline, other than Northern Air Cargo, we receive it in a batter state. This is a common occurrence when the mail is NOT moved on Northern Air Cargo's DC-6 Aircraft.
- V. If Northern Air Cargo's service were curtailed, Reeve Airways would again start dropping the mail for Saint George Island here in Saint Paul. Prior to Northern Air Cargo Service, the Mail would be stored in our store for later shipment via a smaller aircraft to Saint George. This situation cannot come about, as we no longer have the facilities to store goods other than our own. There are no facilities on our island for freeze storage or bulk mail storage

My feelings are that the United States Postal system was initiated to benefit the people, not those private Corporations that are presently backing these proposed revision to the M-31 Handbook.

If there is another meeting in reference to these proposed changes, I would like the chance to testify on the behalf of the rural Alaskan.

Sincerely,

  
Carol Melovidov  
Manager

COPIES Sent To:

Please send letters to:

Governor Bill Sheffield  
P.O. Box A  
Juneau, Alaska 99811

Senator Ted Stevens, Senator from Alaska  
Senate Office Building  
Washington, D.C. 20510

Senator Frank Murkowski, Senator from Alaska  
Senate Office Building  
Washington, D.C. 20510

Congressman Don Young, Congressman from Alaska  
2331 Rayburn Building  
Washington, D.C. 20515

Ms. Rebecca Gernhart-Range  
U.S. Department of Transportation  
Office of the Assistant Secretary for Governmental Affairs  
400 7th Street S.W., Room 10408 I-1  
Washington, D.C. 20590

Following people of the United States Postal Service:

Albert V. Casey, Postmaster General  
James E. Orlando, Director, Office of Transportation & International Affairs  
Judith Carmine, General Manager, Transportation Ops. and Requirements Div.

All of the above are at this address:

United States Postal Service Headquarters  
Mail Processing Department, Room 7912  
Washington, D.C. 20260-7130

Please send a copy of your letter to:

Don Brugman  
Vice President - General Manager  
Northern Air Cargo, Inc.  
3900 W. International Airport Rd.  
Anchorage, Alaska 99502

Aleut Community of St. Paul - IRA Council  
P O. Box 86  
Paul Island, Alaska 99660

Aleut Community of St. Paul Store - FILE

# Bethel Chamber of Commerce

P.O. Box 329 • Bethel, Alaska 99559

December 5, 1986

Dear Chamber Member:

This letter is written pursuant to a resolution adopted by general membership of the Bethel Chamber of Commerce at the regular meeting held on December 4, 1986.

On April 3, 1986 the chamber addressed the issue of proposed changes to the by-pass mail shipment policies of the U.S. Postal Service. A copy of the April 3 resolution is enclosed.

It was believed by some chamber members that the April 3 resolution was ambiguous and did not, in their view, reflect the intent of chamber membership. Accordingly the membership voted to reconsider the matter on December 4, 1986.

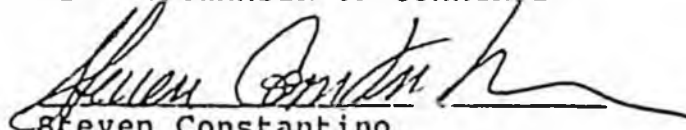
Following a review of the resolution of April 3, and after hearing the comments and discussion of the general membership, including representatives from Mark Air and Northern Air Cargo, a resolution was unanimously passed instructing the chair to draft a letter to clarify the intent of Chamber in passing the April 3 resolution, as follows, to wit:

1. In passing the April 3, 1986 resolution the Bethel Chamber of Commerce intended to remain "company neutral" that is, the Chamber did not intend to endorse the political position advocated by any firm or air carrier in the by-pass mail debate.

2. The Bethel Chamber of Commerce reaffirms its support for continuation of the present regulations and policies of the U.S. Postal Service as they relate to allocation and delivery of by-pass mail and oppose any change to such regulations and policies at this time.

I hope that the December 4, 1986 resolution clarifies the position of the Bethel Chamber of Commerce regarding this issue. Although the chamber has spent a great deal of time discussing this issue and has now affirmed its position in two complementary resolutions, the membership are also acutely aware of the potential impact of changes to the by-pass mail allocation system and look forward to reconsidering this matter again if significant new developments arise.

Very truly yours,  
BETHEL CHAMBER OF COMMERCE

  
Steven Constantino  
President

Kuskokwim 300 Race Committee  
Box 300, Bethel, Alaska 99559  
(907) 543-2972



The Kuskokwim 300  
is an annual dog sled race  
from Bethel to Aniak and back.

The race route follows  
old dog team mail routes  
along the Kuskokwim River.

Senator Ted Stevens  
522 Hart Building  
Washington, DC 20510

February 26, 1986

Dear Senator Stevens:

This letter is written on behalf of the Kuskokwim 300 Race Committee in support of Northern Air Cargo, an Anchorage based airline service, serving this area. We understand that Northern Air Cargo's opportunity to carry mail under government contract is being challenged. We also understand that the mail contract is essential to Northern Air's continual financial health.

Therefore, we encourage you to do whatever possible to continue Northern Air Cargo's involvement in the mail haul contract.

Northern Air has provided an essential service to bush Alaska hauling items that would either travel slowly or not at all on the passenger airlines. That includes live animals, heavy equipment, petroleum products and other substances that normally don't travel with passengers. Their service has been excellent and at competitive prices.

Additionally, Northern Air has assisted organizations like our own with reduced rate service in support of community projects. They have earned our lasting support.

Please do what you can to insure the continued success of Northern Air Cargo.

Sincerely,

KUSKOKWIM 300 RACE COMMITTEE

CC: Northern Air Cargo



# Pribilof School District

District Office Building  
St. George School • St. Paul School  
St. Paul, Alaska 99668 • Telephone (907) 546-2221

Denver G. Bowen, Superintendent  
Rick E. Luthi, Principal

Board of Education  
John W. Merculiel, President  
Alexis Prokopiou, Vice President  
Mike Zacharof, Secretary/Treasurer  
Andronik Kashconof, Jr., Member  
Carol A. Melovidou, Member

February 20, 1986

To: Whom It May Concern

It has come to my attention that Northern Air Cargo, the air freight company presently serving the Pribilof Islands, has been criticized for the service they have provided.

At the very beginning, let me state without hesitation that the service they are providing to the Pribilof School District and to me personally is excellent. Their service is prompt, courteous, reliable, and best of all materials are delivered in good condition.

In the ten years that I have been on the Pribilof Islands, I have had supplies delivered by both passenger plane and boat. Materials delivered by boat are usually damaged by the shipping company through rough handling or by exposure to water. Materials delivered by passenger plane cannot be hazardous and passengers are given first priority so materials are left behind. Many of the cleaning supplies that are needed in the school cannot be shipped by passenger plane. As with other entities, supplies and materials ordered by the school district are needed immediately and are useless while they are in a warehouse waiting to be delivered. Northern Air Cargo has virtually eliminated all of these problems by providing regular air cargo service to the Islands.

It is without reservation that I openly lend my support to having Northern Air Cargo continue their service to the Pribilof Islands.

Sincerely,

Denver G. Bowen  
Superintendent

dgb

# ST. GEORGE TANNAQ CORPORATION

ST. GEORGE ISLAND • ALASKA • 99503  
859-2255 or 859-2256

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

February 25, 1986

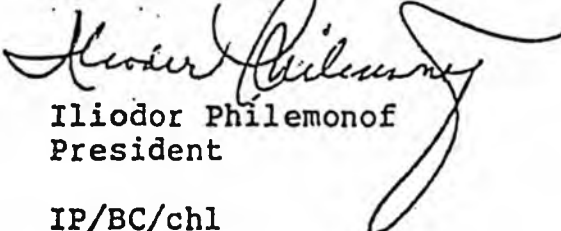
Honorable Ted Stevens  
701 "C" Street  
Box 2  
Anchorage, Alaska 99513

Dear Senator Stevens:

We are concerned about the possible reduction in the current level of air cargo service to St. George Island. You should be aware that Northern Air Cargo has provided excellent mail and freight service to our community and we hope that you will oppose any legislation that may adversely affect their air service to St. George.

Respectively yours,

ST. GEORGE TANNAQ CORPORATION

  
Iliodor Philemonof  
President

IP/BC/chl

# ST. GEORGE COMMUNITY COUNCIL

ST. GEORGE ISLAND, ALASKA 99607  
TELEPHONE 907-859-2242

## RESOLUTION NO. 86-04

WHEREAS, the community of St. George has greatly benefited from weekly services provided by Northern Air Cargo from Anchorage to St. George for the past three years; and

WHEREAS, before this service was provided by Northern Air Cargo freight was received by boat from Seattle twice a year; and

WHEREAS, direct weekly service by Northern Air Cargo allows the community to receive by-pass mail, cargo and groceries on a weekly basis thus reducing the cost of these and similar items to the residents of St. George; and

WHEREAS, with the development of a fisheries on St. George this service will be in great demand and essential to economy of St. George.

WHEREAS, government restriction to haul mail on Northern Air Cargo will have a detrimental affect on the economy of St. George.

NOW THEREFORE BE IT RESOLVED that the St. George Community Council goes on record supporting Northern Air Cargo in the continuation of their excellent direct bush service to St. George; and

BE IT FURTHER RESOLVED that the St. George Community Council strongly apposes any government regulations which limits mail transport exclusively by passenger aircraft and urges congressional support of Northern Air Cargo Service in Alaska.

Passed this 13th day of March 1986 by the duly elected members of the St. George Community Council.

Masha E. Mlavinsky  
Attest

Erin R. Merculio  
President

Samuel Kadman  
Secretary/Treasurer

Quorum constituted by 4.

Voting For 7.

Voting Against 0.

Dec. 16, 1985

James E. Orlando  
Director/Office of Transportation  
and International Services  
Mail Processing Dept.  
Rm. 7912  
U. S. Postal Service Headquarters  
Washington, D. C. 20260-7130

RE: Postal Service to St. George Island

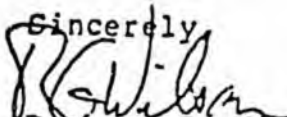
Dear Sir:

St. George Island has in the last two or three years experienced a major improvement in mail service as compared with the "spoke and hub" system used previously. It has come to our attention that you are studying the possibility of returning to the old system and this is a concern to us.

Briefly, the community used to get mail through Cold Bay and St. Paul. This system was plagued with difficulties such as lost mail, spoilage of perishables and dependability. In the past two years the Island has had nearly perfect delivery via an Anchorage based freight hauler, Northern Air Cargo, just about every week. Losses have dropped or been eliminated as far as I know; food and other time-sensitive items have arrived on a timely basis, usually via bypass mail at better rates than we experienced previously.

We hope you take this customer information into account. Basically the community is satisfied, so we would suggest not changing the present framework.

Sincerely

  
Richard G. Wilson  
City Administrator

cc: Sen. Ted Stevens  
Sen. Murkowski  
Cong. Young  
Northern Air Cargo  
Mayor and Council

February 21, 1986

Honorable Ted Stevens  
U. S. Senate  
147 Russel Building  
Washington, D.C. 20510

Dear Senator Stevens:

For the past two and a half to three years we have been very fortunate to have Northern Air Cargo coming out to Gambell and Savoonga once a week direct from Anchorage.

They have been bringing in much needed commodities to the village, groceries, fresh milk, fresh produce, and freight for the community. Freight and supplies come in all at once with less handling minimizing spoilage and damage.

Should the Northern Air Cargo flight be terminated, all supplies will have to go through Nome incurring loss, damage, and delays. This would be a definite disadvantage to the villages.

I request that you seriously consider that the service Northern Air renders be continued.

I am,

your Truly,

*Richard W. Hagenlul, Sr.*

Richard W. Hagenlul, Sr.  
Assistant Manager  
Gambell Native Store

February 21, 1996

Honorable Ted Stevens  
U.S. Senate  
147 Russel Building  
Washington, D.C. 20510

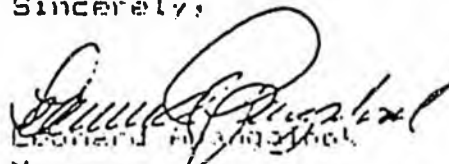
Dear Senator Stevens:

We have been informed that our Anchorage-Gambell direct air cargo service rendered by Northern Air Cargo is under the threat of being discontinued. If this should happen, Gambell Native Store as major supplier of all commodities to our community will not only be set back five years in terms of progress, but it will also critically and adversely affect the daily nutritional needs of our people. Establishment of this direct route by NAC has been a historical turning point for our village in terms of social and economic progress. This link with the metropolis of our state is also important for some of the following reasons:

1. Termination of this route will channel our supplies into Nome (bottleneck) where it will be stored for up to a month at a time; as has been the case in the past.
2. Groceries and supplies will be handled numerously where damage is substantial.
3. Fresh milk and produce will not be available to our people regularly and in most cases, if it does come it will be in unuseable condition.
4. Service currently provided by NAC is progressive for the village and improving. Severence at this time would be unwise economically, socially, and politically at all levels.

Your consideration for the continuance of our current service by Northern Air Cargo will be greatly appreciated. Thank you.

Sincerely,

  
Leonard A. Young  
Manager  
Gambell Native Store

cc: NAC  
Anisa, Inc.  
Sen. Murkowski  
Re. Young

City of Gambell  
Gambell Common Council  
P.O. Box 189  
Gambell, Alaska 99742  
(907) 985-5112

February 20, 1986

Honorable Ted Stevens  
United States Senate  
147 Russell Office Building  
Washington, D.C. 20510

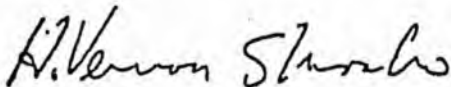
Dear Senator Stevens:

The City of Gambell strongly opposes the people who are trying to cut off the direct Anchorage-Gambell services Northern Air Cargo is currently providing for the residents of St. Lawrence Island. We are asking you for your support.

We are very isolated from the mainland, and even if we get the Ryan Air and Bering Air planes every day, our mail is real slow. Northern Air brings to us on a weekly basis fresh fruits, fresh meats, diapers, milk, canned goods, equipment, etc. The residents have come to expect the "big plane" every week because if they do not come, the store shelves get empty and bare. Likewise, the residents expect the "small planes" to bring in our mail and transport us in and out of Gambell. If this service is cut off, then Ryan Air and Bering Air will have to handle the cargo and freight as well as the mail and passengers. We know from past experiences that a lot of the mail, freight and cargo will get stuck in Nome for a long while before they get finally brought over.

This service cannot be cut off merely for the sake of the people who are trying to cut it off. They do not realize that if Northern Air stops this direct service to St. Lawrence Island, people will be directly affected. Please support us on this issue. Thank you.

Sincerely,



Mayor H. Vernon Slwooko

cc: Senator Murkowski  
Representative Young  
Senator Ferguson  
Representative Fuller  
Representative Adams

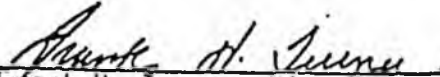
# Holy Cross City Council

P.O. BOX 111  
- CITY OF HOLY CROSS, ALASKA 99502

1986 FEBRUARY 04

## RESOLUTION 86-03

- WHEREAS, the community of Holy Cross four years ago submitted a resolution to the TCC Lower Yukon Subregional Advisory Board for support in constructing a larger airfield at Holy Cross, to serve Anvik, Grayling and Shageluk, and;
- WHEREAS, the intent of a larger airfield was to provide improved passenger, mail, and freight service to the four communities, and;
- WHEREAS, government airline deregulation spurred intensive competition in the aviation industry enabling consumers to experience improved passenger, mail and freight service, and;
- WHEREAS, direct weekly service by Northern Air Cargo greatly enhances same day delivery of by-pass mail, cargo, and groceries on a weekly basis thus further eliminating middlemen and additional costs to the consumer(s), and;
- WHEREAS, consumers and vendors enjoy receiving fresh vegetables and fruits year round as a result of direct weekly service, and;
- WHEREAS, construction scheduled in the area this summer by HUD, PHS, AVEC, Iditarod Area School District, and municipalities, often times rely on the weekly cargo flights, and;
- WHEREAS, future economic development of the area for employment purposes will require direct, cost-effective, and viable transportation of goods and supplies, and;
- WHEREAS, current airline lobbying efforts directed at our U.S. Senators and U.S. Representatives to implement legislation which will limit shipment of mail only by passenger aircraft would have a negative impact in the present service delivery, and;
- WHEREAS, indirect routing thru Aniak is more costly and time-consuming, particularly where only small aircraft at times is available to transport bulky cargo, and;
- WHEREAS, government restriction to haul mail on Northern Air Cargo, (where approximately 60% of their cargo is mail and air freight alone is insufficient to successfully operate a regular schedule) will abruptly eliminate the degree of service and/or progress experienced to date.
- NOW THEREFORE BE IT RESOLVED that the City of Holy Cross goes on record supporting Northern Air Cargo in the continuation of their excellent direct bush service to Holy Cross, and;
- BE IT FURTHER RESOLVED that the Holy Cross City Council strongly opposes any government regulations which limits mail transport exclusively by passenger aircraft and urges congressional support of Northern Air Cargo service in Alaska.
- PASSED AND APPROVED BY the Holy Cross City Council this 4th day of February, 1986.

  
Frank H. Turner, Vice-Mayor

SEAL:

  
Connie Demientieff, City Clerk

# ST. GEORGE TAMAQ CORPORATION

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

ST. GEORGE ISLAND • ALASKA • 99660  
(907) 859-2155 or 859-2256

February 27, 1986

Senator Ted Stevens  
U. S. Senate  
127 Russell Senate Office Bldg.  
Washington, D.C. 20510

Dear Senator Stevens,

As a result of deregulation in the airline industry St. George is receiving better air freight and passenger service. We have become almost totally dependent on air service except for very heavy freight, which is banded. Some people have even received cars by air.

Now, there's talk that some big air carriers want some sort of re-regulation because of their financial problems. Well, if the mail is divided up to satisfy them it would then become uneconomical for airlines such as Northern Air Cargo to serve us.

On February 21st. of this year I spoke at a meeting convened by members of your staff and the postal service for continued service by Northern Air Cargo and against the proposed changes by some of the bigger airlines in our state. I also presented to that group a petition signed by 79 of the adult population of St. George. I would like to re-iterate our stand on this issue and urge your support.

To follow the wishes of those who want to re-regulate the airlines industry in Alaska would only set St. George back in time. We deserve the service that many other communities have enjoyed for many years and which we have just received in the last few years.

Thank you for your kind consideration of this matter.

With respect.

Anthony B. Mercurief,  
Chairman of the Board.

cc: Senator Frank Murkowski  
Representative Don Young  
Northern Air Cargo  
George Bill Sheffield

RESOLUTION #86- 12

1986 BERING STRAITS ELDERS' CONFERENCE

RE: DISTRIBUTION OF U.S. MAIL AMONG AIRLINES SERVING RURAL ALASKA COMMUNITIES

WHEREAS, The two largest airlines serving rural Alaska have proposed a change in the system under which U.S. Mail to rural Alaska communities is distributed among airlines; and

WHEREAS, The proposed changes would require that only passenger airlines carry mail to rural Alaska communities; and

WHEREAS, Northern Air Cargo provides direct mail and cargo service to several rural communities in our region; and

WHEREAS, Indirect routing of mail and cargo is more costly and time-consuming; and

WHEREAS, If the proposed changes are adopted, passenger carriers having increased passengers during tourist season may give low priority to mail to rural communities; and

WHEREAS, Regular, dependable, timely mail service is vital to the rural communities;

NOW THEREFORE BE IT RESOLVED that the 1986 Bering Straits Elders Conference fully supports continued direct mail and freight service to rural Alaska communities; and

BE IT FURTHER RESOLVED that the Conference opposes any change in the mail distribution system that would require that only passenger carriers carry mail; and

BE IT FURTHER RESOLVED that the Conference opposes any change in the mail distribution system that would, in effect, reduce or eliminate the availability of regular, direct mail and freight service to rural Alaska communities.

ELDERS COMMITTEE:

February 28, 1986  
Date

Margaret DeGuzman  
Alanna M. Jones  
Myrtle Boosha

CONVENTION ACTION: PASS

THE AMERICAN LEGION - DEPARTMENT OF ALASKA

67th ANNUAL CONVENTION - SEWARD, ALASKA

JUNE 18 - 21, 1986

RESOLUTION NUMBER 86-12

SUBMITTED BY: RESOLUTION COMMITTEE

WHEREAS, the American Legion recognizes that the fallout of a major air carrier that formerly serviced Alaska's rural areas and the apparent colusion of those air carriers that are still active in the state; and

WHEREAS, current airline lobbying efforts directed at our U.S. Senators and U.S. Representatives to pass legislation that will restrict shipments of U.S. mail to passenger aircraft which would have a negative impact on the present delivery service; and

WHEREAS, for the 60,000 veterans who live and work in the state of Alaska that would be subjected to both direct and indirected impacts through unfair competitive restraints due to governmental regulations; and

THEREFORE BE IT RESOLVED, that the American Legion, Department of Alaska, in conjunction with 2,500,000 national members strongly opposes any government regulations that limit mail transport exclusively by passenger aircraft in the state of Alaska and urges Congressional support of legislation promoting fair competition within the airline industry.

/s/ Joe Warren  
Chairman, Resolutions Committee



*James A. Risko*

DEPARTMENT ADJUTANT FINANCE OFFICER  
SERVICE OFFICER

THE AMERICAN LEGION  
DEPARTMENT OF ALASKA  
238 EAST 8TH AVE.  
ANCHORAGE, ALASKA 99501

TEL: 807 276-8211

CITY OF UNALASKA  
UNALASKA, ALASKA

RESOLUTION 86-35

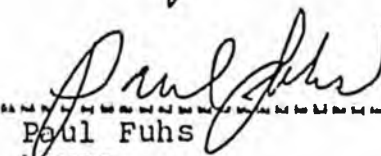
A RESOLUTION REGARDING MAIL DISTRIBUTION

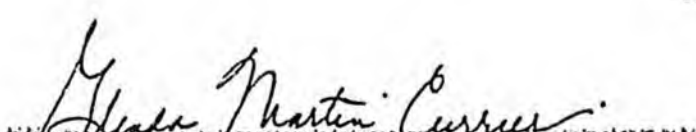
WHEREAS: the Unalaska City Council realizes that the issue of mail distribution in rural Alaska is extremely complex because the conditions around the state vary widely; and

WHEREAS: the delivery of mail in a timely fashion is of great importance to the community of Unalaska.

NOW THEREFORE BE IT RESOLVED THAT the Unalaska City Council supports public hearings in Alaska on the mail distribution system and that public participation be encouraged.

PASSED AND APPROVED THIS 12<sup>th</sup> DAY OF June, 1986 BY THE  
UNALASKA CITY COUNCIL, UNALASKA, ALASKA.

  
.....  
Paul Fuhs  
Mayor

  
.....  
Glenda Martin Currier  
City Clerk



# THE SHAGELUK CITY COUNCIL

---

March 6, 1986

Honorable Bill Sheffield  
Governor, State of Alaska  
PO Box A  
Juneau, Alaska 99811

Dear Honorable Bill,

It has come to our attention that our area may be in jeopardy of losing our main freight carrier, Northern Air, to proposed regulations.

At our City Council meeting March 5, we discussed these concerns. We have supported, and will continue to support Northern Air Cargo freight service to Holy Cross. This winter, construction on a major project in Shageluk has moved so fast that we have needed to use the freight service of Northern Air on several occasions to insure prompt delivery of cargo to our area. We make our own arrangements for delivery from Holy Cross to Shageluk which is the least of our worries. Without Northern Air we would have had to stop construction on the project until the river was open, or worse yet charter our freight from Anchorage!

The dilemma small villages are faced with for passenger and freight service is increasing. We are daily confronted with worry of frozen and spoiled merchandise for our store. Our freight has been known to sit in Aniak for up to a month when only one airline is used. Now that Seair is gone from our area we have two choices for freight and one for passenger service. If regulations force Northern Air to pull out of Holy Cross our problems will increase.

We ask that you support us. Holy Cross and other rural communities who wish to continue freight service regionally.

Thank you.

Sincerely,

*Jay*

Jovanne Hamilton, City Clerk  
Shageluk City Council

cc: Senator Ted Stevens  
Senator Frank Murkowski  
Congr. man Don Young  
James Orlando  
Rebecca Gernhart-Range  
Dennis Gladwin

ANC  
210

# Bethel Chamber of Commerce

P.O. Box 329 • Bethel, Alaska 99559

## RESOLUTION OF GENERAL MEMBERSHIP

APRIL 3, 1986

WHEREAS The Bethel Chamber of Commerce is acutely aware of western Alaska's dependance upon air transport for the delivery of the U.S. Mail to this region;

AND WHEREAS commerce, economic development and the quality of life for the people of western Alaska is dependant upon the continued enhancement of "By-Pass" mail service;

AND WHEREAS the air transport industry has developed and enhanced the commerce, economic development and quality of life for the people of western Alaska under the regulations and policies of the U.S. Postal Service currently in effect;

AND WHEREAS the Chamber of Commerce believes that continued enhancement and future development of air carrier and "By-Pass" mail service depends upon competition among carriers to the greatest extent possible;

AND WHEREAS the Chamber of Commerce believes that the current regulations and policies of the U.S. Postal Service promote competition and continued enhancement of "By-Pass" mail service to Western Alaska;

NOW THEREFORE BE IT RESOLVED THAT, The Bethel Chamber of Commerce by and through its Membership supports continuation of the regulations and policies of the U.S. Postal Service as they relate to allocation and delivery of "By-Pass" mail, and does further oppose any change in such regulations or policies at this time.

Dated this 4<sup>th</sup> day of April, 1986

Bethel Chamber of Commerce

By Steven Constantino  
Steven Constantino, President



# Iditarod Trail Committee, Inc.

Pouch X, Wasilla, Alaska 99687 • Phone (907) 376-5155

February 25, 1987

This letter is in regards to Alaska House Joint Resolution #11 relating to transportation of mail to mainline and bus communities in rural Alaska.

Although some of the wording is somewhat vague, some of the points it brings up are clear.

- 1) Elimination of any sort of competition and creation of monopolies.
- 2) "If it's not broken, don't fix it" - The system in place now is the best ever in bush Alaska. The isolated communities receive mail, groceries and freight not only quicker, more efficiently and in better shape but also cheaper than ever before.
- 3) Concern being steered more towards the large corporations in town rather than the quality of life for the people in the bush.

As the person responsible for all the logistical aspects of the Iditarod, I ship close to 200,000 pounds of freight and by-pass mail out to the bush each February and for the last 2 years it's gone efficiently and smoothly since we began using the by-pass mail system along with regular freight service offered by Northern Air Cargo. Last year, for example, I sent out 4,683 bags of dog food to over 21 points between Anchorage and Nome, over 7000 gallons of fuel to various locations and had to have a snowmachine shipped to McGrath all in about 5 days time. The efficiency of this system enabled us to put on the best and fastest race yet.

Another aspect of my job has me traveling around the State extensively in the months before the race, making preparations and the support for the existing system is immense, not just in the mainline points but in all the more isolated communities also, regardless of cultural or economical differences. It's true that the proposal may keep airfares stable or even lower them but personally, I'm willing to pay a few extra dollars to get to Anchorage or Nome in exchange for fresher food, lower prices on goods, increased availability of items, same day mail and the security of knowing you can get the things you need.

I've been a resident of various communities in the bush on and off over my 15 years in the State and have seen the quality of life vastly improved in the last few years under the present system. And as a sled dog racer and race organizer, I couldn't do it without the services of Northern Air Cargo, which would disappear with the passage of this resolution.

I urge you please to consider carefully all the potential aspects of the bill and look not just at the possibility of one or two large companies being able to make more money, but at the impact it will have on the free market system and the way of life unique to Bush Alaska.

Thank you for your concern.

Jack Niggemyer  
Race Manager  
Iditarod Trail Race

THE PRECEDING PAGES WERE TREATED AS  
A UNIT IN THE ORIGINAL FILE.

1 IN THE SENATE

BY STURGULEWSKI

2 SENATE JOINT RESOLUTION NO.

3 IN THE LEGISLATURE OF THE STATE OF ALASKA

4 FIFTEENTH LEGISLATURE - FIRST SESSION

5 Relating to the policy of the United  
6 States Postal Service for the fair and  
7 equitable distribution of mail busi-  
8 ness.

*Harford*  
*Utermohle*  
*COG HILL*  
*Szymanski*

9 BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA:

10 WHEREAS the present policy of the United States Postal Service under  
11 the Postal Reorganization Act (39 U.S.C. 101) provides for the fair and  
12 equitable distribution of mail business to carriers providing similar modes  
13 of transportation services; and

14 WHEREAS this policy fosters the development of air cargo services to  
15 rural areas of the state; and

16 WHEREAS this policy results in direct benefits to residents of  
17 isolated rural communities throughout the state who rely extensively on the  
18 movement of mail and cargo by air carriers for essential goods, including  
19 perishable foods, medical supplies, construction supplies, and other  
20 commodities necessary to maintain a living outside of urban communities;  
21 and

22 WHEREAS rural residents of the state attest to the improvement in the  
23 quality of life that has accompanied the advent of reliable, scheduled mail  
24 and cargo service as the result of this policy; and

25 WHEREAS rural residents of the state are most affected by this policy  
26 and are opposed to changes in this policy;

27 BE IT RESOLVED that the Alaska State Legislature commends the United  
28 States Postal Service for its contribution to the quality of life in the  
29 state as a whole but especially in the rural areas through the fair and

1 equitable distribution of mail business among air carriers; and be it

2       FURTHER RESOLVED that the Alaska State Legislature respectfully re-  
3       quests the United States Postal Service to maintain its current policies  
4       for the fair and equitable distribution of mail business to air carriers in  
5       the state.

6       COPIES of this resolution shall be sent to the Honorable Preston R.  
7       Tisch, Postmaster General of the United States Postal Service; and to the  
8       Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and  
9       the Honorable Don Young, U.S. Representative, members of the Alaska delega-  
10      tion in Congress.

IN THE SENATE

SENATE JOINT RESOLUTION NO. ---  
IN THE LEGISLATURE OF THE STATE OF ALASKA  
FIFTEENTH LEGISLATURE-FIRST SESSION

RELATING TO POLICY OF THE  
U.S. POSTAL SERVICE FOR THE  
FAIR AND EQUITABLE  
DISTRIBUTION AND DISPATCH  
OF MAIL TO RURAL ALASKA

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA :

WHEREAS THE CURRENT POLICY AND PROCEDURES OF THE  
U.S. POSTAL SERVICE PROVIDE FOR THE FAIR AND EQUITABLE  
DISTRIBUTION AND ALLOCATION OF MAIL TO MAINLINE AND BUSH  
POINTS IN RURAL ALASKA, CONSISTENT WITH THE POSTAL  
REORGANIZATION ACT (39 U.S.C. §101); AND

*out*  
~~WHEREAS CERTAIN ALASKA PASSENGER AIR CARRIERS HAVE  
BEEN AND ARE CAMPAIGNING TO PERSUADE OR ATTEMPT TO REQUIRE  
THE POSTAL SERVICE TO REVISE ITS POLICY AND PROCEDURES SO  
AS TO PREFER AND IN EFFECT SUBSIDIZE PASSENGER SERVICES  
WITHIN ALASKA [TO THE PREJUDICE OF AND DIVERSION OF MAIL  
FROM THE ONLY MAJOR INTRA-ALASKA ALL-CARGO CARRIER, WHICH  
WOULD JEOPARDIZE THE CONTINUING VIABILITY OF THAT CARRIER  
AND ITS COMPETITIVE PRESENCE IN THE CARRIAGE OF MAIL AND  
FREIGHT WITHIN ALASKA] AND~~

~~WHEREAS THOSE UNING SUCH REVISION IN POSTAL  
SERVICE POLICIES AND PROCEDURES DO NOT REPRESENT THE  
INTERESTS OF THE PUBLIC BEING SERVED, THE DIRECTLY  
AFFECTED CONSUMERS, SHIPPERS AND THE ISOLATED  
COMMUNITIES AND CONSIGNEES OF RURAL ALASKA; AND~~

*The current  
policies  
procedures  
of the U.S.  
Postal Service  
directly  
benefit*

WHEREAS, IN SHARP CONTRAST TO THE LOWER FORTY-EIGHT AND THE REST OF THE UNITED STATES, THE CONSUMERS AND PUBLIC OF RURAL ALASKA, INCLUDING THE HUNDREDS OF ISOLATED COMMUNITIES LOCATED THROUGHOUT THE VASTNESS OF THE STATE, ARE ENTIRELY RELIANT UPON MOVEMENT BY AIR OF MAIL AND FREIGHT FOR ALL OF THEIR NECESSITIES AND THEIR VERY SURVIVAL, INVOLVING SUCH MAIL TRAFFIC AS FOODS, INCLUDING PERISHABLES, MEDICAL SUPPLIES, CONSTRUCTION MATERIALS AND ALL OTHER COMMODITIES NECESSARY TO THE HEALTH, WELFARE, AND CONTINUED SUSTENANCE REQUIRED TO MAINTAIN A WAY OF LIFE; AND

WHEREAS, IN 1979, FOLLOWING TWENTY-SEVEN FORMAL AND INFORMAL ON SITE MEETINGS HELD WITHIN ALASKA TO OBTAIN THE VIEWS OF THE CONSUMING PUBLIC AT SEVEN MAINLINE AND TWENTY BUSH LOCATIONS, THE CHAIRMAN OF THE THEN CIVIL AERONAUTICS BOARD, ACCOMPANIED BY STAFF REPRESENTATIVES OF THE CAB AND THE US DEPARTMENT OF TRANSPORTATION, NOTED THAT THE IMPORTANCE OF MAIL AND CARGO NEEDS WERE CITED ALMOST UNANIMOUSLY BY SPOKEPERSONS AT THOSE MEETINGS EMPHASIZING THE HEAVY DEPENDENCE OF ALASKAN COMMUNITIES ON AIR TRANSPORTATION TO PROVIDE MAIL AND CARGO TRANSPORTATION, AS THE SINGLE MOST IMPORTANT REQUIREMENT FOR THE LOGISTICS OF AIR TRANSPORTATION WITHIN ALASKA, AS SET FORTH IN CAB ORDER 80-1-167, ISSUED ON JANUARY 25, 1980; AND

WHEREAS, CONTRARY TO REPRESENTATIONS WHICH HAVE BEEN MADE BY PASSENGER AIR CARRIER INTERESTS, THE QUALITY OF PASSENGER SERVICE TO RURAL ALASKA, BOTH MAINLINE AND BUSH, IS AT AN ALL-TIME HIGH; AND

WHEREAS THE CONSUMING PUBLIC OF RURAL ALASKA HAVE OVERWHELMINGLY ATTESTED TO THE IMPROVEMENT IN THE QUALITY OF LIFE WHICH HAS ACCOMPANIED THE ADVENT OF RELIABLE

SCHEDULED MAIL AND CARGO SERVICE, AND <sup>HAVE</sup> ~~HAS~~ EVIDENCED SUPPORT FOR THE PRESENT POLICIES OF THE POSTAL SERVICE FOR THE EQUITABLE DISTRIBUTION OF MAIL AS THEY ARE NOW BEING ADMINISTERED, AND HAVE PROVIDED HUNDREDS OF RESOLUTIONS, PETITIONS AND LETTERS OF SUPPORT FOR THE PRESENT SYSTEM; AND

WHEREAS THE PUBLIC ~~VOICES~~ <sup>THESE</sup> OF RURAL ALASKA, MOST IMMEDIATELY AND CRITICALLY CONCERNED, WHOSE VERY LIVELIHOOD IS INVOLVED AND HAVE THE MOST TO LOSE, HAVE EXPRESSED THEMSELVES AS FIRMLY OPPOSED TO ANY CHANGE IN POSTAL SERVICE POLICY AND PROCEDURES WHICH ARE NOW RESPONSIBLE FOR <sup>PROVIDING</sup> VITAL, REGULAR, DEPENDABLE, AND TIMELY MAIL SERVICE; ~~AND THESE VOICES~~ SHOULD BE HEARD.

NOW THEREFORE BE IT RESOLVED ~~THAT IT IS THE SENSE~~ <sup>BY</sup> OF THE ALASKA STATE LEGISLATURE THAT THE U.S. POSTAL SERVICE SHOULD BE COMMENDED FOR THE MANNER IN WHICH IT HAS ADDRESSED ITSELF TO THE PARTICULAR AND CRUCIAL REQUIREMENTS OF RURAL ALASKA BY ITS CURRENT POLICIES AND PROCEDURES PROVIDING FOR THE FAIR AND EQUITABLE DISTRIBUTION OF MAIL TO CARRIERS.

BE IT FURTHER RESOLVED BY THE ALASKA STATE LEGISLATURE THAT THE U.S. POSTAL SERVICE SHOULD BE ENCOURAGED TO MAINTAIN ITS CURRENT POLICIES AND PROCEDURES AS THEY HAVE BEEN DEVELOPED AND NOW IN EFFECT AND SHOULD MAKE NO CHANGE IN THOSE POLICIES AND PROCEDURES.

COPIES OF THIS RESOLUTION SHALL BE SENT TO THE POSTMASTER GENERAL, U.S. POSTAL SERVICE, TO THE GOVERNOR OF THE STATE OF ALASKA, TO THE SECRETARY OF TRANSPORTATION, AND TO ALL MEMBERS OF THE ALASKA CONGRESSIONAL DELEGATION.

02/10/87 15:11

S 202 331 0599 SEAMON, WASHO&OZ

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LAW OFFICES  
SEAMON, WASHO & OZMENT  
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1015 EIGHTEENTH STREET, N.W.  
WASHINGTON, D. C. 20036

THEODORE J. SEAMON  
LAWRENCE D. WASHO  
O. D. OZMENT  
HOWARD S. FELDMAN

TELEPHONE  
1800 331-0770  
FAX  
1800 331-0599

TELECOPY COVER PAGE  
FOR IMMEDIATE DELIVERY

To: Don Bergman  
Northern Air Cargo (Don Bergman) Date: 2/10/87

Firm: NORTHERN AIR CARGO

FAX Number: (907 ) 243-2031

Number of Pages (including cover page) 4

Time of Transmittal: \_\_\_\_\_ A.M. 3:12 P.M.

Summary/Subject of Transmittal: Don: herewith first cut suggested draft of joint resolution to be tried on for size. I leave it to you all and your Juneau advisor to make the necessary editing to conform to desired legislative form. I have cut the cloth broadly so that it can be cut down to desired size. It may be too verbose and to some extent, repetitious. Consideration should also be given as to whether to focus specifically on the jeopardy to KAC and avoid an "us against them" conflict but leave it as one for the "public to be heard."

From: Ted Seamon

FAX Number: (202) 331-0599

Telephone Number: (202) 331-0770

NORTHERN AIR CARGO, INC.  
3900 W. INTERNATIONAL AIRPORT ROAD  
ANCHORAGE, ALASKA 99502  
(907) 243-3331

# **NORTHERN AIR CARGO**

Northern Air Cargo was founded in 1956 as a partnership between Robert "Bobby" Sholton and Maurice Carlson. The airline was established as a charter air freight service, utilizing two C-82 "Flying Boxcars." As the airline founders, Sholton and Carlson were both considered Alaskan aviation pioneers; since the late 1940's, Sholton had flown extensively all over Alaska delivering freight, passengers, and mail; Carlson had flown for the military.

With a fleet of C-82's, Northern Air Cargo established an impressive record of service to many areas of the State. The airline pioneered delivery of special-outsized cargo to some 192 different air strips within the State. Areas served were mining settlements, construction and DEW Line sites as well as delivering freight to rural communities on a charter basis. In 1969, the first DC-6 aircraft was added to the operation. This aircraft gave the Company additional lift and capacity and opened up an even more expanded rural market. Since the early 1970's, Northern Air Cargo has been on a controlled rate of growth adding DC-6 all-cargo aircraft periodically up to its present fleet of ten aircraft. Northern Air Cargo was co-owned by Sholton and Carlson until Sholton purchased his partner's interest in the airline in 1981.

The widow of Robert Sholton, Mrs. Rita Sholton is the airline's President and Chief Executive Officer. Mrs. Sholton has steered Northern Air Cargo on a course of steady growth since Robert Sholton's death in 1982. Mrs. Sholton moved the airline from almost 100% charter operations prior to 1982, to a scheduled airline that serves 20 communities within Alaska on a regularly scheduled basis with freight and mail delivery. The airline flies approximately two and one-half million miles per year within the State of Alaska.

SERVING ALASKA SINCE 1956

Today, freight and mail fly on Douglas DC-6 air freighters. The airline owns ten DC-6 aircraft, and each plane can lift nearly 30,000 pounds. The planes are economical to operate, reliable, and ideally suited to the varied Alaskan flying conditions. The planes are able to land on improved and unimproved airstrips 4,000 feet in length, and the Company has upgraded the aircraft to include sophisticated electronics including LORAN navigation and Color Radar. Eight of the ten aircraft in the fleet are of the standard configuration; the ninth freighter is dedicated exclusively as a tanker, and can haul up to 4,500 gallons of fuel; the tenth freighter is one of only two in the world with a "Swingtail" which swings completely open from the tail allowing rear loading of cargo as long as 65 feet. The aircraft is ideally suited for the special transportation needs of rural Alaska.

Northern Air Cargo's philosophy is one of service to the customer, and providing this service as quickly, efficiently, and safely as possible. The airline has had over 30 years of accident free operations.

Northern Air Cargo employs 150 people in Anchorage and sub-contracts with local business enterprises in the 20 rural Alaskan communities that it serves. In all these areas, Northern Air Cargo has made a significant economical contribution.

02/10/87 15:11

8 202 331 8599 SEARCH.WASK060Z

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LAW OFFICES  
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IN THE SENATE

SENATE JOINT RESOLUTION NO.---

IN THE LEGISLATURE OF THE STATE OF ALASKA  
FIFTEENTH LEGISLATURE-FIRST SESSION

RELATING TO POLICY OF THE  
U.S. POSTAL SERVICE FOR THE  
FAIR AND EQUITABLE  
DISTRIBUTION AND DISPATCH  
OF MAIL TO RURAL ALASKA

BE IT RESOLVED BY THE LEGISLATURE OF THE STATE OF ALASKA :

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WOULD JEOPARDIZE THE CONTINUING VIABILITY OF THAT CARRIER  
AND ITS COMPETITIVE PRESENCE IN THE CARRIAGE OF MAIL AND  
FREIGHT WITHIN ALASKA]; AND

WHEREAS <sup>THE CARRIERS AND PASSENGER SERVICES</sup> THESE URGING SUCH REVISION IN POSTAL  
<sup>AND THE DIRECTLY</sup> SERVICE POLICIES AND PROCEDURES DO NOT REPRESENT THE  
INTERESTS OF THE PUBLIC BEING SERVED, THE DIRECTLY  
AFFECTED CONSUMERS, <sup>BY NAME</sup> NAMELY THE SHIPPERS AND THE ISOLATED  
COMMUNITIES AND CONSIGNEES OF RURAL ALASKA; AND