

ALASKA LEGISLATURE COMMITTEE FILES 2001-2002 8672

10695 SENATE STATE AFFAIRS

540

With Jarrah was his roommate from Florida, Ahmed Al Haznawi, a 20-year-old student from Baljurshi, Saudi Arabia, along with Al Nami, the man who disappeared on his visit to Mecca, and Saeed Al Ghamdi, a young man about whom almost nothing is known.



## The Hijackers

Since arriving in the United States in late 1999, Jarrah had studied at two south Florida flight schools. His family in Lebanon told investigators they regularly sent him money -- sometimes as much as \$2,000 a month. Before moving to the United States, Jarrah studied aeronautical engineering in Hamburg, Germany, where he became close to another Muslim student named Mohamed Atta, later identified as the man who flew American Airlines Flight 11 into the World Trade Center.



**Ziad Jarrah, 26, was born in the Bekaa Valley of Lebanon just as the nation was beginning to unravel into civil war. A Sunni Muslim, he was educated in Christian schools and sent to Hamburg, Germany, to study. It was there he met Mohamed Atta, the apparent ringleader of the Sept. 11 attacks.**

Atta was fiery, religious, almost fearfully disdainful of women.

It changed Jarrah, who had received a largely non-religious upbringing.

Jarrah's Turkish girlfriend, Aisle Senguen, told German investigators that Jarrah sometimes criticized her for becoming "too westernized," although he himself had attended Christian schools as a youngster, drank and fancied discotheques.



**Ahmed Al Haznawi, who occasionally shared a home with Jarrah in South Florida, was in his early 20s. Born in Baljurshi, Saudi Arabia, he was the son of prayer leader at his local mosque.**

After moving to Florida, Jarrah and his companions were regularly in touch with Atta, who dispensed thousands of dollars in living expenses through postal orders. Jarrah moved from apartment to apartment, rarely leaving a forwarding address.

On Sept. 5, Jarrah and Al Haznawi, the son of a Muslim prayer leader, visited Mile High Travel in Fort Lauderdale and booked two one-way tickets to Newark. Two days later, Al Ghamdi and Al Nami stopped at another Fort Lauderdale travel agency, Passage Tours, and paid \$140



agency, a baggage claim, and paid for each for budget airline flights to Newark.

The night before boarding Flight 93, in their hotel rooms, Jarrah would have opened a list of instructions, kept in a notebook that apparently was written by his old friend Atta.

It instructed them to bathe, wear cologne, shave excess hair from their bodies and check the knives they carried.

"You must make your knife sharp and you must not discomfort your animal during the slaughter," it read.

"Completely forget something called 'this life.' The time for play is over and the serious time is upon us."

It instructed them to turn to two Suras -- chapters -- of the Koran, al Tawba and al Anfa, which translate to "Repentance" and "The Spoils of War." In Al-Anfa, the 32nd verse reads:

*Remember how they said:  
"O Allah! If this is indeed  
The Truth from Thee,  
Rain down on us a shower  
Of stones from the sky,  
Or send us a grievous Penalty."*



The crew of United Flight 93 gathered one hour before the scheduled take-off. Such meetings are routine. Pilot and first officer decide who will handle the takeoff and landing, who will work the radio and computers.

Flight attendants go over the passenger manifest and decide who will work what sections of the cabin.

The pilot was Jason Dahl, 43, of Denver. Homer would fly alongside him as first officer.

Dahl was planning to take his wife Sandy to London for their fifth wedding anniversary Sept. 14, and by moving up his flight schedule, they would have more time together overseas. Sandy, a United flight attendant, went onto United's computer system and shifted him to Flight 93.



**Saeed Al Ghamdi is a cypher to authorities. They know almost nothing of the young man and are uncertain if his name -- a common one in the Middle East -- was an alias.**



**Ahmed Al Nami, 23, studied Islamic Law at King Khaled University in Abha, Saudi Arabia. His family said he vanished while on pilgrimage.**

The night before he left Denver, Dahl took his wife downtown and told her to pick a car she liked. What he hadn't told her was, when he got back home on Friday, he also was having a baby grand piano delivered.

On Sept. 10, Dahl flew as a passenger in business class on his way to Newark. He sat next to Rob Quillen, a businessman from Lincoln, Neb., who knew he was next to someone important when an attendant brought Dahl a beer before anybody else on the plane had been served.

The pair struck up a conversation about the safety of flying.

Quillen said his biggest fear was engine failure. Dahl told him that had happened to him but that he'd made an emergency landing without trouble.

Dahl's biggest worry, as Quillen remembered it, was landing in the rain. The massive wheels could hydroplane.

The conversation moved on to stock car racing, and Quillen, who was scheduled to be a host at a NASCAR event in Kansas City a week later, got Dahl's cellphone number. He planned to send along tickets for Dahl and his 15-year-old son from a previous marriage.

"I'll talk to you next week and get those tickets out to you," Quillen told him.

Deborah Welsh was the purser -- the key attendant who stands in front, makes announcements and oversees the others.

Wanda Green wasn't originally supposed to be on Flight 93. The 49-year-old divorced mother of two grown children had been scheduled to fly Sept. 13, but Green, who also worked as a real estate agent, realized she had to handle the closing of a home sale Sept. 13. She'd phoned her best friend, fellow flight attendant Donita Judge, who opened United's computerized schedule and shifted Green to the Sept. 11 flight.

It was what attendants call a "senior trip" -- with few passengers and a layover in San Francisco where Green could visit family.

"I was feeling good about that," Judge said.

Green drew Door 2, the first row of coach, from which she would work the first-class aisles with Lorraine Bay, a 37-year veteran with United.

Sandy Bradshaw, 38, would work the back of the plane, in economy class. After the first of her two children was born two years ago -- she also had a 16-year-old stepdaughter -- Bradshaw cut back on her workload. Her husband, Phil, a US Airways pilot, urged her to quit. She was thinking about it. But after 11 years as an attendant, and a personnel file filled with complimentary letters from pleased passengers, she still

loved to fly.

She was in economy because she'd picked up Flight 93 late in the planning. Ordinarily, she liked working first class. It was a good fit with her gregarious ways.

"She just liked the one-on-one that you have with people up there," Phil Bradshaw said.

CeeCee Lyles, 33, of Fort Myers, Fla., had perhaps the most unusual resume among the flight crew. She'd been a police officer and detective for six years in Fort Pierce, Fla. In late 2000, she left that job to pursue her lifetime dream: to be a flight attendant.

The switch displeased some relatives. Air travel, they told CeeCee, seemed more dangerous than police work. Lyles laughed it off. She had married Lorne Lyles, a police officer in Fort Myers, and between them they were raising a blended brood of four boys: her sons Jerome Smith, 16, and Jevon Castrillo, 6, and Lorne's sons, Justin, 11, and Jordan, 9. When United posted her to Newark in February, CeeCee Lyles picked up an apartment with four other attendants, and commuted home to Florida when she was free. And in-between, there was the cell phone.

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### More on the story

[Investigation pursues the missing elements of Flight 93 story](#)

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[An index to the Pittsburgh Post-Gazette coverage of Flight 93](#)

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"We talked about everything and nothing," Lorne Lyles said. "Stuff about the kids, the list of bills I had to pay and how much we missed each other."

The crew boarded its flight 35 minutes ahead of the scheduled departure. The attendants began preparing the in-flight breakfast.

One passenger was late. Mark Bingham had overslept and his friend, Matthew Hall, drove madly from Manhattan to Newark. They screeched to a halt outside Terminal A at 7:40. Bingham leapt from the car, lugging the old, blue-and-gold canvas bag he'd used as a rugby player at the University of California at Berkeley a decade earlier.

United attendants reopened the door to the boarding ramp and let him on the plane.

Bingham slipped into a seat in aisle 4-D, next to Thomas Burnett. Nine minutes after Hall dropped him off, Bingham picked up his cell phone.

"Hey, it's me," he said. "Thanks for driving so crazy to get me here. I'm in first class, drinking a glass of orange juice."



Bert Rodriguez thinks it was the flier that drew in Ziad Jarrah. He turned up at US-1 Fitness in Dania Beach, just north of Miami, in May after Rodriguez put out a handbill saying, "Assert yourself." It explained that Rodriguez had trained police and federal agents in close-quarters hand-fighting.

Most martial arts students don't train directly with Rodriguez, who has a staff of instructors. But Jarrah, Rodriguez said, "specifically came to train with me."

He paid \$500 cash for a series of 10 lessons. Then, when those were done, he returned and peeled off \$500 in cash for another 10.

At 5 feet, 11 inches and about 180 pounds, Jarrah surprised Rodriguez with his stamina. The training included flat-out fighting. At one point, the trainer went at the student with a baseball bat to teach him disarming techniques.

The young man, who told Rodriguez he was training to become a pilot, could go 10, 15 or 20 minutes in unrelenting combat. The battle techniques Jarrah came to learn involved thinking -- figuring out ways to make an opponent's moves work against him; throwing attackers off-balance; keeping composure under stress.

Jarrah, Rodriguez said, was very calm and a quick learner.

"He was in very, very good shape. He was a great person to work with," Rodriguez said. "I told him, 'If you have someone to practice with, practice these techniques.' He told me, 'Oh, yeah, I have some roommates I can train with.'"

Rodriguez told Jarrah to bring them in. He'd give a group discount.

"He said no, they travel a lot."

Between lessons, Jarrah, who carried a German passport and claimed to be Saudi, and Rodriguez, a 53-year-old Cuban-American, talked about the world.

"We talked about business and leadership. We talked about employees," Rodriguez said. "He told me that he loved it here and that he had a girlfriend in Germany and he was planning to return there."

In August, Jarrah said he was planning some more travel. Rodriguez could not have known that the young man had written home to his family -- not in Saudi Arabia but in Beirut -- asking for \$700. Investigators say the family told them it was "for fun."

He planned to visit California.



Flight 93 was near cruising altitude when a system-wide message came over its monitor. United control warned pilots in the air of potential "cockpit intrusion" -- meaning some passenger might try to seize a plane.

They acknowledged the message.

A few minutes after 9 a.m., with the World Trade Center hundreds of miles behind it and now in flames, Flight 93 would have reached 31,000 feet and 515 mph.

At some point -- the best estimation is about 40 minutes into the flight west -- at least three of the hijackers stood up and put red bandanas around their heads. Two of them forced their way into the cockpit. One took the loudspeaker microphone, unaware it could also be heard by air traffic controllers, and announced that someone had a bomb onboard and the flight was returning to the airport. He told them he was the pilot, but spoke with an accent.



Christine Fraser, 50, sits alone in her bedroom in the house she'd shared with her older sister, United Flight 93 passenger Colleen L. Fraser, in Elizabeth, N.J. The sisters, who were born 15 months apart, were exceptionally close. "We were like twins," said Christine, who like her sister, has a bone disorder. (Lake Fong, Post-Gazette)

U.S. Rep. John P. Murtha, D-Johnstown, a ranking Democrat on the Defense Appropriations Subcommittee, described the announcement this way: "As they got toward Cleveland, the hijackers said 'Look, just be calm, we're going to land this plane.' "

By that time, though, Jarrah and his crew apparently had already drawn blood.

Deena Burnett was waking up at her home in San Ramon, Calif. She'd gone down to the kitchen to fix breakfast for her three daughters. The phone rang. She recalls it was around 6:20 a.m. -- 9:20 Eastern time.

It was Tom.

"Are you all right?" she asked.

"No. I'm on United Flight 93 from Newark to San Francisco. The plane has been hijacked. We are in the air. They've already knifed a guy. There is a bomb on board. Call the FBI."

Deena Burnett dialed 911.

Jeremy Glick picked up a GTE Airfone just before 9:30 a.m. and called his in-laws in the Catskills. His wife, Lyz, and daughter, Emerson, were visiting. The family had been transfixed in front of a television, watching news coverage of airliners smashing into the World Trade Center in New York.

Glick's mother-in-law, JoAnne Makely, answered.

"Jeremy," she said, "Thank God. We're so worried."

"It's bad news," Glick replied. He asked for Lyz.

Lyz recalls no background noise. No commotion. He described the men as Arabic-looking, wearing red headbands, carrying knives. One told passengers he had a bomb. Most passengers had been forced to the rear of the cabin. Glick's mother-in-law went to another phone and dialed 911. As Jeremy and Lyz spoke, New York state police patched in on the call.

Glick asked his wife: Was it true that planes had been crashed into the World Trade Center?

Yes, she said. Glick thought so. Another passenger had been on the phone home and heard the same thing.

Around 9:30, Deena Burnett's phone rang again. It was Tom.

"He didn't sound frightened, but he was speaking faster than he normally would," she said. He told her the hijackers were in the cockpit.

"I told him a lot of planes had been hijacked, that they don't know how many," she said.

"You've got to be kidding," he replied.

"No," she said.

Were they commercial planes, airliners, he asked her. She didn't know.

"OK," he said, "I've got to go." He hung up.

Deena looked at the television. The Pentagon suddenly appeared, a hole torn into its side by an oncoming airplane. She wondered if it was her husband's flight. Deena Burnett started crying.

Alice Hoglan was visiting her sister-in-law, Kathy Hoglan, in Saratoga, Calif., when the phone rang. It was 9:42 Eastern time. Kathy's nephew,

Mark Bingham was on the line.

"Alice, talk to Mark," Kathy said, handing her the phone. "He's been hijacked."

"Mom? This is Mark Bingham," the voice said. It sounded strange for her son to introduce himself by his full name. She knew he was flustered.

"I want to let you know that I love you. I'm on a flight from Newark to San Francisco and there are three guys who have taken over the plane and they say they have a bomb," he said.

"Who are these guys?" Alice Hoglan asked.

There was a pause. Hoglan heard murmurs of conversation in English. Mark's voice came back.

"You believe me, don't you?" he asked.

"Yes, Mark. I believe you. But who are these guys?"

There was a pause. Alice heard background noise. The line went dead.

Todd Beamer was near the rear of the plane, trying to use his company's Airfone account. For some reason, he couldn't get authorization for the call. Finally, he was routed to a Verizon customer service center in Oakbrook, Ill.

He told the operator his airliner had been hijacked. He was patched through immediately to Lisa Jefferson, a Verizon supervisor.

It was 9:45 a.m.

Somewhere outside Cleveland, United Flight 93 had made a sharp turn and began flying east, toward Washington, D.C.

Beamer told Jefferson he was sitting next to a flight attendant. He could see three hijackers, armed with knives. One insisted he had a bomb. Twenty-seven of the passengers had been herded to the rear of the plane, where the hijacker with the bomb was guarding them, he said. Two hijackers were in the cockpit. A fourth was in first class.

He asked Jefferson to promise to call his wife, and their two sons, David, 4, and Drew, 2.

"Oh! We're going down!" Beamer shouted. There was a pause. Then, calmly: "No, we're OK. I think we're turning around."

Deena Burnett doesn't know how she did it, but she went on with her

morning rituals. She got the 5-year-old twins up and ready for school. She called a friend to get them there.

While Beamer was on the phone with Lisa Jefferson, Deena Burnett's phone rang again.

Tom was still alive.

"They're taking airplanes and hitting landmarks all up and down the East Coast," she told him.

"OK," he replied. "We're going to do something. I'll call you back."

Click.

In Fort Myers, Fla., Lorne Lyles didn't hear the phone ringing. He'd worked the night shift and had lain down to sleep at 7:30. At 9:47 a.m., the answering machine picked up a call from his wife, CeeCee, stranded in the back of the airplane.

When the tape was played back hours later, CeeCee Lyles could be heard praying for her family, for herself, for the souls of the men who had hijacked her plane.

"I hope I'll see your face again," she said.

Lyz Glick was still on the phone with Jeremy. She stood in her parents' living room while the television screen filled with the sight of two burning towers.

"You need to be strong," she said.

State police, on the other line with Glick's mother-in-law, relayed a question: Did Glick know where his plane was? Glick didn't know, but he sensed they had changed direction.

Lyz and Jeremy spoke of their love for each other.

"I need you to be happy," he told her, "and I will respect any decisions that you make."

Then he told her the passengers were taking a vote: Should they try to take back the plane?

"Honey, you need to do it," Lyz told him.

Glick wondered what to use for a weapon. "I have my butter knife from breakfast," he joked.

Phil Bradshaw was home in Greensboro, N.C., on the telephone, talking

with a friend about the horrors on television. The line clicked. He asked his friend to hold.

It was Sandy Bradshaw, his wife, the flight attendant.

"Have you heard what's going on? My flight has been hijacked. My flight has been hijacked by three guys with knives," she said.

Who was flying the plane? Phil asked his wife.

"I don't know who's flying the plane or where we are," she said.

Sandy Bradshaw, who was trained never to spill hot coffee on a paying customer, slipped into the airplane's galley and began filling pitchers with boiling water.



Some calls from Flight 93 arrived at hours people can no longer recall.

Marion Britton, 53, assistant director of the Census Bureau's New York office, phoned a longtime friend, Fred Fiumano. All he can remember is that it was "sometime after 9:30."

Britton was crying. She had been hijacked, she told Fiumano, and two people on the plane already had been killed.

"I was trying to console her," Fiumano said. "I said 'Don't worry, they're only going to take you for a ride. You'll be all right.'"

Lauren Catuzzi Grandcolas, 38, phoned her husband Jack in San Rafael, Calif.

She'd been scheduled to take a later flight that day, but rebooked to get home sooner. Jack hadn't heard the message. He'd seen the madness on television, and when Jack's sister-in-law phoned to ask if he'd heard from Lauren, he checked the phone machine.

"Sweetie," the voice came over the tape, "pick up the phone if you can hear me." There was a brief pause.



**Gordon Felt, whose older brother Edward Felt was a passenger on United Flight 93, said he believes his brother and everyone on the plane wore heroes for overpowering the hijackers to save others on the ground. Edward Felt, 41, of Matawan, N.J., was married and the father of two children. (AP/Wide World)**

"OK, I love you. There's a little problem with the plane. I'm fine and comfortable for now." She told Jack she loved him. She asked him to tell her parents and family how much she loved them, too. Then she passed the Airfone to the woman seated next to her.

"Now you call your people," Grandcolas told her.

Honor Elizabeth Wainio, 27, took the phone from Grandcolas and dialed her stepmother, Esther Heymann, in Baltimore.

"Mom, we're being hijacked. I just called to say good bye," she said.

"Elizabeth, we don't know how this is going to turn out. I've got my arms around you," Heymann said.

Wainio told her stepmother she could feel them.

"Let's look out at that beautiful blue sky. Let's be here in the moment," Heymann told her. "Let's do some deep breathing together."

They passed a few quiet moments.

"It hurts me that it's going to be so much harder for you all than it is for me," Wainio said.



"I see a river." Sandy Bradshaw couldn't name it. It suggested, though, that Flight 93 was somewhere over Western Pennsylvania.

"I just told her to be safe and come home soon," Phil Bradshaw said. "She said she hoped she would."

Sometime shortly before 10 a.m., Tom Burnett called home one last time.

"A group of us is going to do something," he told Deena.

"I told him, 'No, Tom, just sit down and don't draw attention to yourself,' " she said.

"Deena," he told her, "If they're going to crash the plane into the ground, we have to do something. We can't wait for the authorities. We have to do something now."

The authorities, at that moment, had scrambled three F-16 fighter jets from Langley Air Force Base in Hampton, Va. The planes, armed with heat-seeking, Sidewinder missiles, were authorized to knock down any civilian aircraft that appeared headed toward a target on the ground.

The fighter jets were 14 minutes out of range and closing in.

"Pray, just pray, Deena. We're going to do something," Tom Burnett told his wife.

Still on his own phone call, Todd Beamer was pouring out his heart to his family through Lisa Jefferson, the Verizon supervisor he'd reached on his Airfone.

They prayed the 23rd Psalm:

*The Lord is my shepherd; I shall not want  
He maketh me to lie down in green pastures  
He leadeth me beside the still waters ...*



Sometime shortly before 10 a.m., the direct line from Cleveland Air Traffic Control rang inside the control tower at Johnstown-Cambria County Airport, 70 miles east of Pittsburgh.

Did Johnstown tower have any radio contact with a large aircraft about 20 miles to its south? Supervisor Dennis Fritz and controller Thomas Hull picked up binoculars -- the tower has no radar -- and scanned the horizon to the south. The day was clear and, from the highest point in the area, they could spot radio towers in neighboring Somerset County. A large plane would have stood out.



**Jerry and Beatrice Guadagno of Ewing, N.J. lost their only son, Richard Guadagno of Eureka, Calif., in the crash of United Flight 93.**

**Richard Guadagno had returned to New Jersey to visit his parents and to attend the 100th-birthday party for Beatrice's mother. When his father dropped him off at the airport, he was carrying crape myrtle, Japanese maple and primrose cuttings from his parents' yard that he'd planned to transplant in his garden. (Lake Fong/Post-Gazette)**

"We didn't see a thing," Fritz said.

Hull went on the radio and broadcast an open message:

Aircraft 20 South of the field, contact Johnstown tower ... ."

Ninety seconds later, Cleveland called back. The plane was now 15 miles south and heading directly for the Johnstown tower.

"We suggest you evacuate," they told him.

Fritz ordered trainees and custodial staff out of the 85-foot tower. He and Hull stayed at their posts and scanned the south with binoculars. It occurred to Fritz that the plane must be flying below the level of

the mountain ridges around them.

From the back of Flight 93, CeeCee Lyles finally reached her husband, Lorne.

"Babe, my plane's been hijacked," she said.

"Huh? Stop joking," he said.

"No babe, I wouldn't joke like that. I love you. Tell the boys I love them."

The pair prayed. In the background, Lorne Lyles could hear what he now believes was the sound of men planning a counterattack.

"They're getting ready to force their way into the cockpit," she told him.

When he had finished talking with Lisa Jefferson, finished relaying his love for his family, finished praying the Psalm that asked for green pastures and still waters, Todd Beamer put down the phone, still connected with the outside world.

"Are you guys ready? Let's roll," he said.

Honor Wainio was still on the line with her stepmother.

"I need to go," she said. "They're getting ready to break into the cockpit. I love you. Goodbye."

"Everyone's running to first class," Sandy Bradshaw told her husband. "I've got to go. Bye."

CeeCee Lyles let out a scream.

"They're doing it! They're doing it! They're doing it!" she said. Lorne Lyles heard a scream. Then his wife said something he couldn't understand. Then the line went dead.

Forty-five seconds after telling Fritz to evacuate the Johnstown tower, Cleveland Air Traffic Control phoned again.

"They said to disregard. The aircraft had turned to the south and they lost radar contact with him."

It was 10:06 a.m.

Fritz and Hull studied the horizon to the south. They couldn't see a thing.



NEWS RELEASE  
11:17AM, EST

United Airlines has confirmed one of its flights has crashed near Pittsburgh, Pennsylvania. United Flight 93, a Boeing 757 aircraft, is the flight number involved. The flight originated in Newark and was bound for San Francisco. United is deeply concerned about a further flight, United Flight 175, a Boeing 767, which was bound from Boston to Los Angeles. On behalf of the airline, CEO James E. Goodwin said, "The thoughts of everyone at United are with the passengers and crew of these flights. Our prayers are also with everyone on the ground who may have been involved in today's tragic events. United is working with all the relevant authorities, including the FBI, to obtain further information on these flights. In the meantime, in line with FAA directives, a worldwide groundstop on all our flights continues. For further information, friends and relatives who may be concerned about a passenger on United Flight 93 should call 1-800-932-8555."



The next day, Deena Burnett gathered the three girls on her bed and tried to explain the inexplicable.

"There were some bad guys on dad's airplane," she said. "The bad guys caused the airplane to crash and everyone on board died."

"And Dad, too?" one of them asked.

"Yes," she said.

The four of them cried together for a while. They asked where their father was. Deena told them heaven.

The youngest, Anna Clare, 3, asked her, "Why does he want to be with Jesus instead of us?"

"I'm really going to miss his silly faces," said Madison, one of the twins.

"I will, too," Deena said.

"Well, can we call him on his cell phone?" Madison asked.

"No," Deena told them. "There are no cell phones in heaven."

Halley, the other twin, suggested they write a letter.

After the crash, Lorne Lyles discovered CeeCee's first message on the answering machine.

He couldn't force himself to listen to it. He will. Someday.


CeeCee's boys are with their father. Lorne's sons are with his ex-wife. He spends his days in an empty home in Fort Myers wondering when he will go to work again.

"I felt so helpless," he said. "As a police officer, I protect and serve people all day long. But there was nothing, absolutely nothing I could do to help my wife."

Christine Fraser, who dropped off her sister, Colleen, at the airport that morning, reproached herself for not getting out to hug her sibling.

It was only after she worked up the courage to finally enter Colleen's room that Christine found her sister's turquoise, flower ring. Colleen had worn it for most of her life. It was her signature item. For some reason, she hadn't done so that day.

"It was in her room, like she'd left it for me. I'm wearing it now," said Christine Fraser. "It's a comfort."

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**Subject:** [Fwd: CS HCR 20(MLV)]

**Date:** Sat, 16 Mar 2002 17:32:28 -0900

**From:** Cliff Stone <Cliff\_Stone@legis.state.ak.us>

**Organization:** Alaska State Legislature

**To:** Joe Balash <Joe\_Balash@legis.state.ak.us>

... had the wrong reference in the Subject line!

;o)

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**Subject:** CS SCR 20(MLV)

**Date:** Sat, 16 Mar 2002 17:28:06 -0900

**From:** Cliff Stone <Cliff\_Stone@legis.state.ak.us>

**Organization:** Alaska State Legislature

**To:** Joe Balash <Joe\_Balash@legis.state.ak.us>

Hi Joe...

I see where this bill is up in Senate State Affairs Committee on 3/19.

I passed along some thoughts on the original wordsmithing and questions about the numbers used herein to the sponsor's staff. The following questions though were never answered to my satisfaction by same.

1. Page 1, line 9 - Where do the numbers of 343 and 23 come from?
2. Page 1, line 9 - The text only mentions firefighters and police officers. (You'll note the original bill missed the police officers who died). Sometimes emergency medical technicians (EMT's) or paramedics are independent of and sometimes work for a private company or contractor. If there were such individuals, I would think they should be listed separately.
3. Page 1, line 13 - The text states 2,840 lives were lost. I've never been able to find a site that gave that exact number. I don't doubt it... but would question the sources that were used to verify and compile these numbers.

Other discrepancies noted...

4. Page 2, line 1 - The text refers to 189 lives. There were 64 lives lost on this particular plane. Why would you now combine these victims with the fatalities at the Pentagon when the numbers were defined in the other WHEREAS'? Additionally, if you subtract the 64 then from the stated 189, you're left with 125 dead at the Pentagon. At one time there were more than 200 unaccounted for at the Pentagon. I would hope this is a valid number.
5. Page 2, line 4 - The number of lives lost stated here is 44. I've seen some websites that list 45 total lost (counting pilots, crew, and passengers). It would seem to me that if you're going to list numbers of people... then you have to ensure that you have the best available facts and figures at the time.

The numbers may be valid and there may not have been anybody else but firefighters and police officers involved (other than quite a few innocent bystanders), but thought it was worthy enough to pass along.

Tks ~cliff x2696

**Delete all material from page 1, line 15 to page 2, line 5**

**Insert the following in its place**

**WHEREAS**, on September 11, 2001, at 9:43 a.m. Eastern Daylight Time, hijacked American Airlines Flight 77 crashed into the west side of the Pentagon building in Washington, D.C., causing the loss of all 64 lives aboard; and

**WHEREAS**, 125 service members, employees, and contract workers at the Pentagon building also lost their lives as a result of the crash of American Airlines Flight 77; and

**WHEREAS**, the passengers and crew onboard United Airlines Flight 93, aware of the earlier attacks on the World Trade Center towers, refused to stand by and allow the Boeing 757 to be used in the same manner; and

**WHEREAS**, passengers and crew onboard United Airlines Flight 93 put a plan into action to stop the hijacking signaled by the now famous words "Are you guys ready? Let's roll"; and

**WHEREAS**, on September 11, 2001, at 10:00 a.m. Eastern Daylight Time, all 45 lives aboard United Airlines Flight 93 were lost when the plane crashed in southwestern Pennsylvania; and

**Delete all material from page 1, line 15 to page 2, line 5**

**Insert the following in its place**

**WHEREAS**, on September 11, 2001, at 9:43 a.m. Eastern Daylight Time, hijacked American Airlines Flight 77 crashed into the west side of the Pentagon building in Washington, D.C., causing the loss of all 64 lives aboard; and

**WHEREAS**, 125 service members, employees, and contract workers at the Pentagon building also lost their lives as a result of the crash of American Airlines Flight 77; and

**WHEREAS**, the passengers and crew onboard United Airlines Flight 93, aware of the earlier attacks on the World Trade Center towers, refused to stand by and allow the Boeing 757 to be used in the same manner; and

**WHEREAS**, passengers and crew onboard United Airlines Flight 93 put a plan into action to stop the hijacking signaled by the now famous words "Are you guys ready? Let's roll"; and

**WHEREAS**, on September 11, 2001, at 10:00 a.m. Eastern Daylight Time, all 45 lives aboard United Airlines Flight 93 were lost when the plane crashed in southwestern Pennsylvania; and

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**WHEREAS**, on September 11, 2001, at 10:00 a.m. Eastern Daylight Time, all 45 lives aboard United Airlines Flight 93 were lost when the plane crashed in southwestern Pennsylvania; and

# FISCAL NOTE

**STATE OF ALASKA**  
**2002 LEGISLATIVE SESSION**

Fiscal Note Number: 1  
 Bill Version: CSHCR 20(MLV)  
 (H) Publish Date: 2/15/02

Revision Date/Time 2-12-02 Dept. Affected: \_\_\_\_\_  
 Title Emergency Service Provider Day BRU \_\_\_\_\_  
 Component \_\_\_\_\_  
 Sponsor Rep. Stevens Component No. \_\_\_\_\_  
 Requester \_\_\_\_\_

**Expenditures/Revenues** (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
-----------------------------	--	--	--	--	--	--

<b>CHANGE IN REVENUES ( )</b>						
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**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2002) cost: 0.0  
 Check this box (X) if funding for this bill is included in the Governor's FY 2003 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

Prepared by: Leona Oberts Committee Aide Phone 465-2811  
 Division Military & Veterans Affairs Date/Time 2/12/02 3:11 PM  
 Approved by: Rep. Mike Chenault Committee Chair Date 2/12/02  
 Agency Military & Veterans Affairs

**PROPOSED AMENDMENTS FOR SC HCR 20 FROM REPRESENTATIVE STEVENS.**

AMEND page 2, line 1 to read:

Of 64 lives onboard; and 125 lives in the Pentagon,

AMEND page 2, lines 2-5 to read:

**WHEREAS**, on September 11, 2001, at 10:00 a.m Eastern Daylight Time, passengers and crew onboard United Airlines Flight 93, with unprecedented courage, cogent forethought, and a determined willingness, in their effort to force the hijacked jet to crash in Western Pennsylvania, ~~sacrificed the lives of 44~~ aboard to save the lives of many others;

Renumber accordingly.

*stood by and  
refused to allow the jet to be used*

*aware of the attacks on the WTC towers, refused  
to allow the Boeing 757 to be used in a  
similar manner ~~resulting in the plane's~~ and  
~~which resulted~~  
acted with unprecedented courage*

# *Alaska State Legislature*

**SESSION ADDRESS:**  
Alaska State Capitol  
Juneau, Alaska 99801-1182  
(907) 465-4925  
Fax: (907) 465-3517  
Toll Free: 1-800-821-4925



**INTERIM ADDRESS:**  
112 Mill Bay Road  
Kodiak, Alaska 99615  
(907) 486-4925  
Fax: (907) 486-5264

## **Representative Gary Stevens**

**SPONSOR STATEMENT**  
**House Concurrent Resolution 20**  
**A Day of Remembrance**  
Updated February 20, 2002

HCR 20, "Relating to declaring September 11, 2002, as a Day of Remembrance".

Alaskans and Americans everywhere will long remember the tragic events of September 11, 2001 in New York City, western Pennsylvania and our nation's Capital. The heroic acts performed by emergency services providers and the military will never be forgotten. In the wake of the disaster, hundreds of firefighters, paramedics, police officers, members of the National Guard, armed forces, and other emergency response personnel, including many from Alaska, participated selflessly in the rescue and cleanup efforts.

HCR 20 asks the governor to declare September 11, 2002 as a Day of Remembrance in Alaska. This will allow Alaskans, on that day, to pay honor and respect to the state's fire fighters, paramedics, police officers, National Guard and armed forces personnel who responded to the World Trade Center tragedy, and who stand by ready to serve every day.

These acts of courage, sacrifice and dedication to our society and way of life deserve our respect and appreciation. I urge you to join me in supporting this resolution.

# *Alaska State Legislature*

**SESSION ADDRESS:**  
Alaska State Capitol  
Juneau, Alaska 99801-1182  
(907) 465-4925  
Fax: (907) 465-3517  
Toll Free: 1-800-821-4925

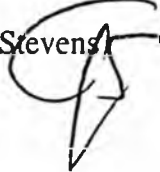


**INTERIM ADDRESS:**  
112 Mill Bay Road  
Kodiak, Alaska 99615  
(907) 486-4925  
Fax: (907) 486-5264

**Representative Gary Stevens**

## **MEMORANDUM**

**To:** Senator Gene Therriault  
Chair, Senate State Affairs Committee

**From:** Representative Gary Stevens 

**Date:** February 26, 2002

**Re:** HCR 20

---

I would like to respectfully request that you schedule HCR 20, "Relating to declaring September 11, 2002, as a Day of Remembrance", for a hearing at your earliest convenience.

Thank you for your consideration of this request.

**HCR**

**26**

# Alaska State Legislature

WHILE IN SESSION  
CAPITOL BUILDING  
JUNEAU, ALASKA 99801-1102  
(907) 465-4931  
1-800-870-4931  
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(907) 269-0123  
(907) 269-0124 FAX



CHAIRMAN, LEGISLATIVE COUNCIL  
VICE CHAIR, ECONOMIC DEVELOPMENT  
TRADE & TOURISM  
MEMBER, RESOURCES  
MEMBER, ETHICS  
MEMBER, MILITARY & VETERAN AFFAIRS

BUDGET SUBCOMMITTEES  
ALASKA COURT SYSTEM  
DEPT. OF CORRECTIONS  
DEPT. OF LAW

Representative Joe Green  
District 10

## MEMORANDUM

To: Representative Gene Therriault, Chairman  
From: Representative Joe Green  
Date: April 8, 2002  
RE: HCR 26

The following individuals have notified us regarding their interest to provide testimony or be available for questions telephonically:

- Janet McCabe, Chairman, Board of Directors – Partners for Downtown Progress (calling from 907-272-2119)
- Judge James Wanamaker, Anchorage District Court Judge (calling from 907-264-0653)
- Rudy Newman, Board Member Partners for Downtown Progress and Graduate (calling from 907-694-7921)
- Gary Webster, Assistant Director of Institutions (online from Anchorage LIO)

The following individuals are planning on attending the committee meeting:

- Pamela Watts, Executive Director Advisory Board on Alcoholism and Drug Abuse
- Don Dapcevich, Dapcevich Consultants
- Candace Brower, Legislative Liaison, Department of Corrections

If you have any questions, please do not hesitate to contact my aide Jessica Menendez at ext. 4920

# Alaska State Legislature

WHILE IN SESSION  
CAPITOL BUILDING  
JUNEAU, ALASKA 99801-1182  
(907) 465-4931  
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CHAIRMAN, LEGISLATIVE COUNCIL  
VICE CHAIR, ECONOMIC DEVELOPMENT,  
TRADE & TOURISM  
MEMBER, RESOURCES  
MEMBER, ETHICS  
MEMBER, MILITARY & VETERAN AFFAIRS

BUDGET SUBCOMMITTEES  
ALASKA COURT SYSTEM  
DEPT. OF CORRECTIONS  
DEPT. OF LAW

Representative Joe Green  
District 10

## MEMORANDUM

To: Senator Gene Therriault, Chairman  
From: Representative Joe Green  
Date: April 3, 2002  
RE: HCR 26

Please schedule House Concurrent Resolution 26 before your committee for a hearing.

Attached are:

1. HCR 26
2. Sponsor Statement
3. Background information

If you have any questions, please do not hesitate to contact my aide Jessica Menendez at ext. 4920

# Alaska State Legislature

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CAPITOL BUILDING  
JUNEAU, ALASKA 99801-1182  
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CHAIRMAN, LEGISLATIVE COUNCIL  
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TRADE & TOURISM  
MEMBER, RESOURCES  
MEMBER, ETHICS  
MEMBER, MILITARY & VETERAN AFFAIRS

BUDGET SUBCOMMITTEES:  
ALASKA COURT SYSTEM  
DEPT. OF CORRECTIONS  
DEPT. OF LAW

Representative Joe Green  
District 10

## SPONSOR STATEMENT HCR 26

**“A resolution supporting increased use of the house arrest program/electronic monitoring with sobriety monitoring as a means of preventing crime and reducing the high costs of imprisonment in Alaska.”**

In 1998, the Legislature established the house arrest program/electronic monitoring (HAP/EM) authorizing the commissioner of corrections to designate prisoners to serve their terms of imprisonment or temporary commitment by electronic monitoring at their residence.

The use of this program protects the public by restricting an offenders' freedom, yet allows the offender to function productively in society with regard to work, family and education commitments.

Offenders who are able are required to pay costs of the HAP/EM program at \$14.00 per day, thus saving the state from paying the costs of imprisonment. The current average cost of incarceration statewide is \$114.00 per day.

While the program defines stringent parameters by which an individual can be considered as a participant in HAP/EM, it is believed that the program can be better utilized in combination with sobriety monitoring. This resolution attempts to expand the use of HAP/EM as a means of serving terms of imprisonment or temporary commitment for offenders who are in or have completed a therapeutic designed court program. Developing a program specifically for alcohol or other drug dependent offenders utilizing a combination of sobriety monitoring, treatment and anti-craving medication as is used in district court wellness programs would make excellent use of HAP/EM.

FISCAL NOTE

STATE OF ALASKA  
2002 LEGISLATIVE SESSION

Fiscal Note Number: 1  
Bill Version: CSHCR 26(STA)  
(H) Publish Date: 3/15/02

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: LAA  
Title Supporting Use of House Arrest/ BRU \_\_\_\_\_  
Electronic monitoring Component \_\_\_\_\_  
Sponsor Representative Joe Green  
Requester House STA Component No. \_\_\_\_\_

**Expenditures/Revenues** (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>						
-------------------------------	--	--	--	--	--	--

**FUND SOURCE** (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
<b>TOTAL</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

Estimate of any current year (FY2002) cost: 0.0

Check this box (X) if funding for this bill is included in the Governor's FY 2003 budget proposal:

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

This resolution has no fiscal impact on state spending.

Prepared by: House State Affairs Phone 465-4963  
Division \_\_\_\_\_ Date/Time 3/15/02 10:20 AM  
Approved by: Representative John Coghill, Chairman Date 3/15/02  
Agency House State Affairs

## HOUSE ARREST/ELECTONIC MONITORING PROGRAM

### Background

Pursuant to Alaska State Legislature House Bill 272, the Department of Corrections established the House Arrest Program (HAP). HAP provides a low-cost sentencing alternative to incarceration, reserving the most secure and expensive prison/jail beds for Alaska's more dangerous offenders. The program utilizes 24-hour electronic monitoring systems and supervision which restricts an offender's freedom and movement, yet allows offenders to maintain employment and remain with their family while still being held accountable for their crimes.

The House Arrest Program has a program population capable of serving 130 with placements in Anchorage, Fairbanks and Juneau. Department of Corrections personnel supervise offenders on electronic monitoring 7 days a week, 24 hours a day. DOC personnel is also responsible for offender placement, approval of weekly plans, contact visits, surveillance, daily program compliance (including drug & alcohol testing), and providing necessary sanctions, and a response to violations. DOC contracts with BI, who provides the electronic monitoring equipment, set-up/retrieval, and equipment maintenance. BI reports program violations to DOC personnel.

Once an offender is considered eligible, DOC personnel develop an individualized House Arrest Program agreement and supervision conditions. The agreement clearly defines both the offender's responsibilities and those of the program. Additionally, there is a zero tolerance policy concerning alcohol or other drug use by offenders supervised under the program.

The minimum eligibility requirements are:

- Community custody classification;
- Meeting DOC's furlough matrix score of 20 or below, and furlough eligible;
- Serving approximate sentences greater than 30 days and less than 2 years;
- No pending disciplinary actions or high moderate infractions during the last 120 days;
- Current offense(s) not involving domestic violence;
- No current or past criminal convictions involving sexual offenses;
- Negative drug urinalysis immediately prior to entering the program;
- Agree in writing to the terms and conditions of the program;

J.Menendez  
Background

The offender is evaluated using criteria such as:

- Safety of the public
- Offender rehabilitation potential;
- Availability of program space;
- Nature and circumstances of the offender's current offenses;
- Recommendation made by the sentencing court;
- Offender's criminal history;
- Offender's substance/alcohol abuse history;
- Other criteria considered appropriate by the program staff.

A sliding fee scale was implemented in the program to allow for equitable distribution of retribution among offenders and for program expansion. Currently, the cost of electronic monitoring is \$14.00 a day. The following are statistics reported by DOC.

### ELECTRONIC MONITORING STATISTICS

#### ANCHORAGE

##### From 05/99 – 01/31/01

Total offenders through the program	436
Completed Program	359 (82%)
Removed from program	72 (17%)
Quit program	5 (1%)
Offenders on program	59
Total number of offenders on program	495
Cost avoidance	\$2,275,923.00
Fees collected	\$485,741.00

##### Since 02-01-01

Total offenders through the program	145
Completed Program	132 (91%)
Removed from program	13 (9%)
Quit program	0 (0%)
Cost avoidance	\$746,280.00
Fees collected	\$192,326.00

#### FAIRBANKS

##### From 11/00 – 01/31/01

Total offenders through the program	21
Completed Program	8 (38%)
Removed from program	3 (14%)
Quit program	0 (0%)
Offenders on program	10
Total number of offenders on program	31
Cost avoidance	\$62,868.00

Information compiled by Representative Joe Green's Office

Fees collected	\$9,332.00
<b><u>Since 02-01-01</u></b>	
Total offenders through the program	42
Completed Program	38 (90%)
Removed from program	4 (10%)
Quit program	0 (0%)
Cost avoidance	\$248,836.00
Fees collected	\$39,664.00

**JUNEAU**

<b><u>From 01/04/01 – 01/31/01</u></b>	
Total offenders through the program	2
Completed Program	2 (100%)
Removed from program	0 (0%)
Quit program	0 (0%)
Offenders on program	2
Total number of offenders on program	2
Cost avoidance	\$0.00
Fees collected	\$0.00

<b><u>Since 02-01-01</u></b>	
Total offenders through the program	6
Completed Program	6 (100%)
Removed from program	0 (0%)
Quit program	0 (0%)
Fees collected	\$4,838.00

Total cost of GHS contract 01-04-01 – present	\$8,333.30
Program fees collected	<u>&lt;\$4,838.00&gt;</u>
<b>Total cost of program</b>	<b>\$3,495.30</b>

The following appropriations for fiscal year '01 and '02 are attached.

## WELLNESS COURT

### Background

A Federal grant from Department of Justice along with a modest legislative appropriation last year helped to create the Wellness Court in Anchorage. A total of \$85,000 was appropriated with \$75,000 for the community based support services that must accompany Wellness Court. In Anchorage, Partners For Progress, Inc. received \$75,000 and in Juneau, the National Council on Alcoholism and Drug Dependency received \$10,000. Each non-profit organization works in partnership with the Wellness Court Judge in its own community.

Wellness court is a special court that handles cases involving municipal alcohol and drug-addicted offenders through an extensive supervision and treatment program. Wellness Court is facilitated by Judge James Wanamaker in Anchorage and Judge Peter Froelich in Juneau. The primary goals of wellness court are to: (1) to reduce recidivism, (2) to reduce substance abuse among participants, and (3) to rehabilitate participants. Achieving these goals requires a special organizational structure. Specifically, the wellness court model includes the following key components:

- Identifying defendants in need of treatment and referring them to treatment as soon as possible after arrest.
- Incorporating testing for alcohol and drugs into case processing.
- Creating a non-adversarial relationship between the defendant and the court.
- Providing access to a continuum of treatment and rehabilitation services.
- Monitoring abstinence through frequent, mandatory drug testing.
- Monitoring Naltrexone, a medication given to stop alcohol cravings.
- Establishing a coordinated strategy to govern wellness court responses to participants' compliance.
- Maintaining judicial interaction with each wellness court participant.
- Monitoring and evaluating program goals and gauging their effectiveness.
- Continuing interdisciplinary education to promote effective wellness court planning, implementation, and operations.
- Forging partnerships among wellness courts, public agencies, and community-based organizations to generate local support and enhance wellness court effectiveness.

Successful completion of the treatment program results reduced or set aside sentences, lesser penalties, and in rare cases dismissal of the charges, or a combination of these. Most importantly, graduating participants gain the necessary tools to rebuild their lives.

## SUMMARY

Both these programs have provided cost effective alternatives to incarceration. For example, collectively, the thirty-four municipal offenders in the Anchorage Wellness Court during 2001 had spent about forty-six years in jail before they entered Wellness Court. In today's dollars, that amount of jail time cost the public approximately \$2,000,000 in direct jail costs. This does not include all the associated costs of court and police time, failed treatment, health care, lost wages, property damage, and societal and family harm. In contrast, during 2001, two of the thirty-four spent three days each in jail as a sanction for non-compliance with program requirements. None of the others spent time in a "hard bed" jail. To date, there has been no recidivism among program graduates.

Continuing to expand community correction programs, alcohol and other drug treatment, and other sentencing alternatives can partially attempt to control the growth of prison expansion and incarceration and hence, the cost of corrections. More importantly, there is a growing awareness that long prison sentences are not the answer to crime in many instances.

Alaska's budget shortfalls, the need to cut state expenditures and substantial shifts in funding for criminal justice programs force us to look for program approaches that draw on community resources and use problem-solving empirically based model programs. Associations such as the American Correctional Association, American Probation and Parole Association, International Community Corrections Association, and the National Institute of Corrections have all supported the rapid expansion of treatment oriented alcohol and drug courts, community policing and restorative justice programs.

HCR 26 looks towards the joint efforts of the Alaska Court System, the Department of Law, the Public Defender Agency, the Department of Corrections, the Department of Health and Social Services, and other agencies to work together in developing a mutually agreed-upon plan that expands the use of the house arrest program/electronic monitoring and promotes and utilizes the program elements established in therapeutic courts, alcohol and other drug courts and wellness court programs.

Building our way out of the problems of overcrowding prisons, the high costs of incarcerations and high rates of offender recidivism forces Alaska to re-consider three decades of punishment-oriented policies. Alaska must acknowledge that front-end diversion is recognized more and more as the means to begin decreasing offender recidivism and increasing public safety against untreated criminal and addictive behaviors.

**HJR**

**22**

JDE  
HJR 22 FILE

Subject: Article:Native Rage and Oppression

Date: Wed, 18 Apr 2001 09:59:41 -0800

From: juliet hildreth <julietDH@alaska.net>

To: Senator\_Gene\_Therriault@Legis.state.ak.us, Joseph\_Balash@Legis.state.ak.us,  
Holly\_Morris@Legis.state.ak.us

Dear Senator Therriault and Staff,

I am forwarding an article in hopes give some insight and suggestion with the hate crime legislation and the ad-hoc native representatives.

I hope not to offend you by preaching.

My mother, who is employed as a Seminole Tribal Education Director and is an Alaska Native, sent me the article from the *Indian Country Today* newspaper.

I have shared the article with my colleagues, friends, and fellow ANCSA shareholders. It moved us in many ways and exposed not so kinds things about our native culture.

As an Alaska native caught between the rural and urban divide, many of the writer's thoughts and ideas are true. Maybe one day, the ANCSA "leadership" will stop and take a long hard look within and begin the long hard task to recovery from unbridled hate and anger. I truly believe many non native people are kind and compassionate.

Sincerely,

Juliet Hildreth  
Anchorage Alaska

---

**Reservation Trauma Creates Rage and Oppression**

Indian Country Today (March 14, 2001) [www.indiancountry.com](http://www.indiancountry.com))

**by Faith Spotted Eagle**

**Guest Columnist**

A few years back, I barely survived working in a work environment

which had individuals "back stabbing" people, aligning against each other based on rumor and propaganda, overreacting to every crisis and difference of opinion.

There was rampant gossip in every meeting, office and car, and finally, the very survival of the organization was threatened because of the massive energy devoted to internal conflict and lateral violence.

After leaving, I vowed to learn as much about oppression, conflict and peacemaking as possible. Today I assist communities walking "through the fires of oppression and conflict."

These are all examples of behavior exhibited by people who suffered severe trauma and oppression. Because of their emotional injuries they inflicted cruelty and hurt on each other -- lateral violence, "striking out at those closest and nearest to you."

The oppression suffered becomes the model of behavior and the oppressed becomes the "sub-oppressor." When we model our behavior after those who have been cruel to us, we have "internalized oppression." The earliest form is the childhood bully or girls and boys who exhibit violence against each other. We have bullies in tribal leadership and workplaces.

This internalized oppression is the driving force behind the rage and anger surfacing in Indian country. This violence is increasing because of the trauma we suffered as Native people. Unprocessed and not healed, the trauma turns to fear and anger. It manifests itself in the lifestyle surrounding us on the reservation.

In early stages of "internalized oppression," we are angry about the trauma and hurt inflicted. If this anger is not channeled or dealt with, it turns to rage. Look around and become aware of our people who numbed their feelings and walk around with rage be set off by the slightest difference of opinion.

Our children earned this "language of anger" and display it when sad or frustrated, lonely or scared. It's a front to survive and is identified closely in the rap music youth idealize. Rap is a language of anger.

Individuals with severe trauma operate with a sense of fear rather than on information. When we view life from fear, we make decisions based on manipulation rather than solid facts and information. Propaganda and gossip become the tool of the political system and concrete information falls by the wayside.

There is a crisis of rage and trauma in our communities and no government program can fix it. We need to be deprogrammed

from oppressive ways we have learned. We learned to become jealous of anything good that comes to our communities because we fear it. Our lack of self-esteem prevents us from supporting it. We sabotage it until it too fails.

People have lost jobs because of gossip initiated by those who are jealous. In an oppressed society, the envy turns to vicious jealousy fueled by rage and anger. Our communities have become frightening places where we rejoice at failure, as our oppressors did.

Our trauma burden came as a result of institutionalized oppression of boarding schools, racism in schools, molestation and rape in our communities, numerous deaths from accidents and suicide and now job traumas related to political vindictiveness.

Schools are arenas for our children to act out rage. When parents take sides and fuel the fire, they inhibit the ability of their children to problem solve.

Because of the inter generational trauma we suffered, the slightest problem or crisis is cause to overreact dramatically. If we stop and think, we can count the drama kings and queens in our families, always ready to wreak havoc because "the sky is falling."

I long for the great, compassionate leaders like Sitting Bull, Chief Joseph, Chief Ten Bears and others who put their people first when making decisions. Many of our well intentioned leaders step into office vowing to change the system but soon suffer "institutional ego that puts their needs" before the people.

Leaders cannot make change without massive deprogramming of systems from oppressive methodology. In many meeting rooms, we put our rage and anger on our faces for all the people we come across.

We must become the change we seek in our communities. Learn as much as possible about internalized oppression and begin to define and begin healing from your trauma and rage. Internalized oppression is a scholarly pursuit. We have taught it to each other and we must help each other recover from it.

**Editor's note: Faith Spotted Eagle is director of the Brave Heart Women's Society in Marty, S.D., on the Yankton Sioux Reservation.**

Link:

<http://www.indiancountry.com/articles/perspective-2001-03-14-01.shtml>

22-LS0742AP  
Luckhaupt  
4/3/01

**SENATE CS FOR HOUSE JOINT RESOLUTION NO. 22(STA)**

**IN THE LEGISLATURE OF THE STATE OF ALASKA**

**TWENTY-SECOND LEGISLATURE - FIRST SESSION**

**BY THE SENATE STATE AFFAIRS COMMITTEE**

**Offered:  
Referred:**

**Sponsor(s): HOUSE RULES COMMITTEE BY REQUEST OF THE HOUSE**

**A RESOLUTION**

1 **Relating to a diverse community; condemning a recent racially motivated attack; and**  
2 **requesting the Municipality of Anchorage police department to continue their conclusive**  
3 **investigation and requesting the criminal justice system to take rapid action to reach the**  
4 **determination of this case.**

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

6 **WHEREAS** Anchorage is an incredibly diverse community with more than eighteen  
7 identified ethnic groups comprising nearly 30 percent of its population; and

8 **WHEREAS** more than 20 percent of the Alaska Native and Native American  
9 population of the state resides in Anchorage; and

10 **WHEREAS** Anchorage has a responsibility to take a leadership role in eliminating  
11 discrimination and an obligation to help create a climate of tolerance, to build bridges with the  
12 various ethnic groups in the city; and

13 **WHEREAS** the recent incident involving targeting of Alaska Natives for harassment  
14 and violent action by three youthful Anchorage residents armed with paintball guns is  
15 deplorable and reflects badly on every citizen and business of Anchorage and the State of

1 Alaska; and

2       **WHEREAS** federal law 18 U.S.C. 245 makes it illegal to commit a crime when the  
3 assailant is motivated by bias based on race, religion, national origin, or color and the  
4 assailant intended to prevent the victim from exercising a "federally protected right"; and

5       **WHEREAS** Alaska law AS 12.55.155(c)(22) provides as an aggravating factor for  
6 sentencing for a serious crime that "the defendant knowingly directed the conduct constituting  
7 the offense at a victim because of that person's race, sex, color, creed, physical or mental  
8 disability, ancestry, or national origin," and the finding of an aggravating factor allows the  
9 court to increase a presumptive sentence for such an offense up to the maximum sentence for  
10 that offense; and

11       **WHEREAS** the Alaska State Legislature condemns all hate crimes, racism, and  
12 discrimination and calls on the public and the citizens of the state to likewise condemn hate  
13 crimes, racism, and discrimination in any form;

14       **BE IT RESOLVED** that the Alaska State Legislature condemns the recent racially  
15 motivated attack in Anchorage and finds the conduct of those perpetrating this act, or any  
16 similar conduct, to be unacceptable; and be it

17       **FURTHER RESOLVED** that the Alaska State Legislature requests the Municipality  
18 of Anchorage police department to continue its thorough and conclusive investigation of that  
19 attack so as to allow the criminal justice system to take the actions necessary to reach a rapid  
20 determination; and be it

21       **FURTHER RESOLVED** that the Alaska State Legislature is pledged to support fair  
22 and equitable treatment for all who live in, do business in, or visit Alaska; and be it

23       **FURTHER RESOLVED** that the Alaska State Legislature joins with the Alaska  
24 Federation of Natives in their request to the United States Commission on Civil Rights to  
25 conduct a formal investigation into this incident and other incidents of racism and  
26 discrimination in Alaska.

27       **COPIES** of this resolution shall be sent to the Honorable John Ashcroft, Attorney  
28 General of the United States; the Honorable Mary Frances Berry, Chair, United States  
29 Commission on Civil Rights; the Honorable George Wuerch, Mayor of Anchorage; the  
30 members of the Anchorage Assembly; Julia Kitka, President, Alaska Federation of Natives;  
31 and to the Honorable Ted Stevens and the Honorable Frank Murkowski, U.S. Senators, and

1 the Honorable Don Young, U.S. Representative, members of the Alaska delegation in  
2 Congress.

## FEDERALLY PROTECTED ACTIVITIES

## Summary:

The portion of Section 245 of Title 18 which is primarily enforced by the Criminal Section makes it unlawful to willfully injure, intimidate or interfere with any person, or to attempt to do so, by force or threat of force, because of that other person's race, color, religion or national origin and because of his/her activity as one of the following:

- A student at or applicant for admission to a public school or public college
- A participant in a benefit, service, privilege, program, facility or activity provided or administered by a state or local government
- An applicant for private or state employment; a private or state employee; a member or applicant for membership in a labor organization or hiring hall; or an applicant for employment through an employment agency, labor organization or hiring hall
- A juror or prospective juror in state court
- A traveler or user of a facility of interstate commerce or common carrier
- A patron of a public accommodation or place of exhibition or entertainment, including hotels, motels, restaurants, lunchrooms, bars, gas stations, theaters, concert halls, sports arenas or stadiums.

This statute also prohibits wilful interference, by force or threat of force, with a person because he/she is or was participating in, or aiding or encouraging other persons to participate in any of the benefits or activities listed above without discrimination as to race, color, religion, or national origin.

The offense is punishable by a range of imprisonment up to a life term, or the death penalty, depending upon the circumstances of the crime, and the resulting injury, if any.

## TITLE 18, U.S.C., SECTION 245

*(a)(1) Nothing in this section shall be construed as indicating an intent on the part of Congress to prevent any State, any possession or Commonwealth of the United States, or the District of Columbia, from exercising jurisdiction over any offense over which it would have jurisdiction in the absence of this section, nor shall anything in this section be construed as depriving State and local law enforcement authorities of responsibility for prosecuting acts that may be violations of this section and that are violations of State and local law. No prosecution of any offense described in this section shall be undertaken by the United States except upon the certification in writing of the Attorney General, the Deputy Attorney General, the Associate Attorney General, or any Assistant Attorney General specially designated by the Attorney General that in his judgment a prosecution by the United States is in the public interest and necessary to secure substantial justice, which function of certification may not be delegated.*

*(2) Nothing in this subsection shall be construed to limit the authority of Federal officers, or a Federal grand jury, to investigate possible violations of this section.*

*(b) Whoever, whether or not acting under color of law, by force or threat of force*

*willfully injures, intimidates or interferes with, or attempts to injure, intimidate or interfere with--*

*(1) any person because he is or has been, or in order to intimidate such person or any other person or any class of persons from--*

*(A) voting or qualifying to vote, qualifying or campaigning as a candidate for elective office, or qualifying or acting as a poll watcher, or any legally authorized election official, in any primary, special, or general election;*

*(B) participating in or enjoying any benefit, service, privilege, program, facility, or activity provided or administered by the United States;*

*(C) applying for or enjoying employment, or any perquisite thereof, by any agency of the United States;*

*(D) serving, or attending upon any court in connection with possible service, as a grand or petit juror in any court of the United States;*

*(E) participating in or enjoying the benefits of any program or activity receiving Federal financial assistance; or*

*(2) any person because of his race, color, religion or national origin and because he is or has been--*

*(A) enrolling in or attending any public school or public college;*

*(B) participating in or enjoying any benefit, service, privilege, program, facility or activity provided or administered by any State or subdivision thereof;*

*(C) applying for or enjoying employment, or any perquisite thereof, by any private employer or any agency of any State or subdivision thereof, or joining or using the services or advantages of any labor organization, hiring hall, or employment agency;*

*(D) serving, or attending upon any court of any State in connection with possible service, as a grand or petit juror,*

*(E) traveling in or using any facility of interstate commerce, or using any vehicle, terminal, or facility of any common carrier by motor, rail, water, or air;*

*(F) enjoying the goods, services, facilities, privileges, advantages, or accommodations of any inn, hotel, motel, or other establishment which provides lodging to transient guests, or of any restaurant, cafeteria, lunchroom, lunch counter, soda fountain, or other facility which serves the public and which is principally engaged in selling food or beverages for consumption on the premises, or of any gasoline station, or of any motion picture house, theater, concert hall, sports arena, stadium, or any other place of exhibition or entertainment which serves the public, or of any other establishment which serves the public and (i) which is located within the premises of any of the aforesaid establishments or within the premises of which is physically located any of the aforesaid establishments, and (ii) which holds itself out as serving patrons of such establishments; or*

*(3) during or incident to a riot or civil disorder, any person engaged in a business in commerce or affecting commerce, including, but not limited to, any person engaged in a business which sells or offers for sale to interstate travelers a substantial portion of the articles, commodities, or services which it sells or where a substantial portion of the articles or commodities which it sells or offers for sale have moved in commerce; or*

*(4) any person because he is or has been, or in order to intimidate such person or any other person or any class of persons from--*

*(A) participating, without discrimination on account of race, color, religion or national origin, in any of the benefits or activities described in subparagraphs (1)(A) through (1)(E) or subparagraphs (2)(A) through (2)(F); or*

*(B) affording another person or class of persons opportunity or protection to so participate; or*

*(5) any citizen because he is or has been, or in order to intimidate such citizen or any other citizen from lawfully aiding or encouraging other persons to participate, without discrimination on account of race, color, religion or national origin, in any of the benefits or activities described in subparagraphs (1)(A) through (1)(E) or subparagraphs (2)(A) through (2)(F), or participating lawfully in speech or peaceful assembly opposing any denial of the opportunity to so participate--*

*shall be fined under this title, or imprisoned not more than one year, or both; and if bodily injury results from the acts committed in violation of this section or if such acts include the use, attempted use, or threatened use of a dangerous weapon, explosives, or fire shall be fined under this title, or imprisoned not more than ten years, or both; and if death results from the acts committed in violation of this section or if such acts include kidnaping or an attempt to kidnap, aggravated sexual abuse or an attempt to commit aggravated sexual abuse, or an attempt to kill, shall be fined under this title or imprisoned for any term of years or for life, or both, or may be sentenced to death. As used in this section, the term "participating lawfully in speech or peaceful assembly" shall not mean the aiding, abetting, or inciting of other persons to riot or to commit any act of physical violence upon any individual or against any real or personal property in furtherance of a riot. Nothing in subparagraph (2)(F) or (4)(A) of this subsection shall apply to the proprietor of any establishment which provides lodging to transient guests, or to any employee acting on behalf of such proprietor, with respect to the enjoyment of the goods, services, facilities, privileges, advantages, or accommodations of such establishment if such establishment is located within a building which contains not more than five rooms for rent or hire and which is actually occupied by the proprietor as his residence.*

*(c) Nothing in this section shall be construed so as to deter any law enforcement officer from lawfully carrying out the duties of his office; and no law enforcement officer shall be considered to be in violation of this section for lawfully carrying out the duties of his office or lawfully enforcing ordinances and laws of the United States, the District of Columbia, any of the several States, or any political subdivision of a State. For purposes of the preceding sentence, the term "law enforcement officer" means any officer of the United States, the District of Columbia, a State, or political subdivision of a State, who is empowered by law to conduct investigations of, or make arrests because of, offenses against the United States, the District of Columbia, a*

*State, or a political subdivision of a State.*

*(d) For purposes of this section, the term "State" includes a State of the United States, the District of Columbia, and any commonwealth, territory, or possession of the United States.*

[Return to the Criminal Section Home Page](#)



# Alaska State Legislature

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HOUSE OF REPRESENTATIVES  
Alaska State Capitol Juneau, Alaska 99801-1181

## SPONSOR STATEMENT

### COMMITTEE SUBSTITUTE FOR HOUSE JOINT RESOLUTION 22 (RLS)

*Relating to a diverse community; condemning a recent racially motivated attack; and requesting the Municipality of Anchorage police department to continue their conclusive investigation and for the criminal justice system to take rapid action to reach their determination of this case.*

This resolution addresses the despicable attack by three teenagers who drove into downtown Anchorage specifically to shoot paintballs at Native Alaskans. The teens made a videotape of the incidents, which police officials say is "an unmistakable hate crime."

House Joint Resolution 22 is not to be construed as an indication that this will be the legislature's final say on this incident. Before reacting, however, the legislature needs to exercise due diligence in incidents such as this.

HJR 22 notes that federal law, 18 U.S.C. 245, makes it illegal to commit a crime motivated by bias based on race, religion, national origin or color. Also noted is Alaska state law, AS 12.55.155(c)(22), which provides an aggravating factor for sentencing for a serious crime that a defendant knowingly commits a crime against another person "because of that person's race, sex, color, creed, physical or mental disability, ancestry or national origin."

The resolution resolves that: (1) the Alaska State Legislature condemns the attack and finds the conduct of those perpetrating the act and other similar conduct to be unacceptable; (2) the Anchorage Police Department continue its thorough and conclusive investigation of the attack so as to allow the criminal justice system to take rapid action to reach their determination of this case; (3) those committing such offenses be required to complete cultural and social sensitivity training and perform community service in an environment that brings them into close contact with the minority groups targeted by the perpetrators; (4) the legislature pledges its support for fair and equitable treatment for all who live, do business in or visit Alaska; and, the legislature joins with AFN in their request to the U.S. Commission on Civil Rights for a formal investigation into this incident and other incidents of racism and discrimination within the state.

# FISCAL NOTE

**STATE OF ALASKA**  
**2001 LEGISLATIVE SESSION**

Fiscal Note Number: 1  
 Bill Version: CSHJR 22(RLS)  
 (H) Publish Date: 3/22/01

Revision Date/Time (Note if correction): \_\_\_\_\_ Dept. Affected: Legislature  
 Title: Diverse Community/Condemn Hate Crimes BRU: \_\_\_\_\_  
 Sponsor: House Rules Component: \_\_\_\_\_  
 Requester: House Leadership Component Number: \_\_\_\_\_

**Expenditures/Revenues** (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>						
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**FUND SOURCE** (Thousands of Dollars)

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

Estimate of any current year (FY2001) cost: 0.0

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

Prepared by: Denise Henderson, House Rules Staff

Phone 465-3777

Representative Pete Kott, Chair, House Rules Committee  
Committee Chair

Date 5/21/01



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**TOP ALASKA STORIES**

### 3 teens hunted Natives with paintball guns, police say

**VIDEO: Youths in car taped themselves during drive-by attacks; no charges filed yet. (Video clips included)**

By Peter Porco  
Anchorage Daily News

*(Published February 24, 2001)*

On the night of Jan. 14, three teenagers drove into downtown Anchorage for the express purpose of shooting paintballs at Native Alaskans, police said Friday.

The youths, who are white, made a videotape of the drive-by shootings, a shocking record of what police say is an unmistakable hate crime.

"We're going to Anchorage," one of the trio says on the tape as they are leaving Eagle River. "We're going to nail some Eskimos -- also known as muktuks."

The 24-minute tape, which has been seized by police, shows male and female victims in the downtown core and in Mountain View flinching as they're hit by what police say are frozen paintballs.

It shows victims trying to shield their faces after being struck at close range and others glancing around in bewilderment as the marble-sized balls hit buildings and other objects.

All the while, the youths laugh derisively at the seeming helplessness of their targets.

"They're drunk ... blitzed," one says on the tape.

The youths are known to police but have not been charged with any crime because investigators want to continue to build the case against them, said police Lt. Tom Nelson.

### Teens' video of paintball spree



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One suspect is 19, the others are juveniles. Police would give no other details about them.

Police are urging victims who were struck that night and possibly at other times, as well as witnesses and anyone who has heard the teens brag about the deed, to come forward.

Two victims have been identified. One is a woman hit in the side as she walked with a male companion on Fourth Avenue between C and D streets. She and her friend called police and described the car -- a 1999 silver Subaru Impreza -- and its plate number, police said.

The other victim contacted police later, they said.

The license tag led investigators to a house in Eagle River, where they confiscated a paintball gun. From information gathered there, police were led to a second home, where they found the tape, detective Nancy Potter said.

Investigators think the suspects may have attacked people in other neighborhoods that night and possibly on other occasions.

"They talk about Spenard, but the tape doesn't show Spenard," Potter said. Fairview is another neighborhood where the youths may have attacked people, she said.

The tape shows the teens often circling the block bounded by Fourth and Fifth avenues and C and D streets, and cruising other downtown streets. The youths would spot people they thought were inebriated and then shoot them.

The tape shows that the teens targeted only Alaska Natives and explicitly excluded people of other races.

"Shoot him! Shoot him!" one suspect urges. "You need to shoot that guy."

"No," another teen answers. "He's Chinese."

In the tape, the boys taunt one tall Native man, daring him to fight. They quickly drive off, hurling epithets at him as they giggle. On their second time around the block, the same man walks toward them and begins to take off his jacket, then jerks away at the popping sounds of the gun.

In another instance, the car pulls up beside a man walking down a street, and one of the suspects says, "Hello. ... Are you drunk?"

"I'm always drunk," the man says, looking straight ahead.

"We're tourists from California, and we just wanted to talk to some Alaskan people," one says.

Without stopping, the man says he's from Nome and is 52 years old and has had trouble with alcohol since he was 14.

"Talk to the camera, man," one of the suspects says. "We're taking this back to our families."

As the man turns around, he's shot in the face.

Potter, the detective, spoke of the case with anger and contempt for the youths.

"They were cowards," she said. "They made sure their doors were locked, and they would not shoot at red lights where they would have to stop."

The act is clearly a hate crime, Potter said.

Alaska has no law recognizing so-called hate crimes, said state assistant attorney general Cynthia Cooper. A judge may consider hate-crime elements, however, and go beyond the presumptive sentence up to the maximum allowed for a particular crime, Cooper said.

Paintball guns are generally used in mock combat in outdoor locations and in indoor games like tag and capture the flag. But throughout the country they're also being used on the streets by "paintball predators," according to the Washington Post.

Paintballs generally weigh about an eighth of an ounce and consist of food coloring, vegetable oil and some soap, said Dave Puerner, co-owner of Sector 7G, an indoor games arena in Anchorage.

They can cause serious injury, and some shooting victims have lost eyes, the Post reported.

Police ask anyone with information about the crime to call 786-8885.

Reporter Peter Porco can be reached at [pporco@adn.com](mailto:pporco@adn.com) and 907-257-4582.

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**HJR**

**23**

# ALASKA STATE HOUSE OF REPRESENTATIVES

Interim Address:  
119 N. Cushman, Suite 211  
Fairbanks, AK 99701  
(907)-456-5081  
Fax# (907)-456-8245



Session Contact:  
(907)-465-3719  
FAX# (907)-465-3258  
State Capitol  
Room 102

## REPRESENTATIVE JOHN COGHILL

### HJR 23 RETENTION OF THE ELECTORAL COLLEGE

#### Sponsor Statement

The electoral college is based upon republican principles that discourage mob-rule. Under the electoral college system that our forefathers very carefully and skillfully designed each State is allocated an Elector for each of its two U.S. Senators, plus an elector for each of its U.S. Representatives. This allows States the same equal voice they have in the U.S. Senate for selection of the President, while weighing in on individuals of each state through the U.S. House formula. As population changes and migrates, the number of Electors will change with the Census every ten years as will the number of representatives from each state in the U.S. House.

If not for the electoral college, Alaska would have no voice in the selection of a President. Today we have three of the 538 electoral votes giving us a little more than 1/2 of 1% of the voice in the Presidential vote, represents one-fifth of the total land mass in the United States. That voice would diminish considerably in a popular vote and the massive vote of urban America would make our decisions for us.

**HJR**

**27**

4/26/2001

Alexander Dolitsky, Director Alaska-Siberia Research Center

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

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

**HJR 27 – Alaska –Siberia lend-lease program**

**List of Witnesses**

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

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

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

**In person**

**Representative Richard Foster, Alaska State Legislature, MVA Finance chair**

**R. T. Wallen, Sculptor 586-6517**



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

**Committee Members**

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

Alaska State Capitol, Room 432  
Juneau, Alaska 99801-1182  
Phone 907-465-3779  
Fax 907-465-2833

**AGENDA**



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

House Finance Room 519

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

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- I. Fiscal Note
- II. Sponsor Statement
- III. HJR 27 - A Resolution supporting the erection of monuments in Alaska, Russia, and Canada to commemorate the World War II lend-lease program between the United States and the Union of Soviet Socialist Republics.
- IV. Summary
- V. Detailed Outline of project including maps and artist's sketches
- VI. Article: Alaska at War, 1941-1945  
Written by Alexander Dolitsky and edited by Fern Chandonnet
- VII. Letters of support
- VIII. Letters to the editor
  - A. Fairbanks Daily News Miner
  - B. Anchorage Daily News
  - C. Juneau Empire
- IX. List of witnesses

# STATE OF ALASKA

REPRESENTATIVE  
MIKE CHENAULT



Official Business

Session:  
Capitol Building, Room 432  
Juneau, Alaska 99801-1182  
(907) 465-3779  
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Interim:  
145 Main St. Loop, Second Floor  
Kenai, Alaska 99611  
(907) 283-7223  
Fax: (907) 283-3075

HOUSE OF REPRESENTATIVES

## Sponsor Statement – House Joint Resolution 27

### “WWII ALASKA-USSR LEND-LEASE MONUMENTS”

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

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

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

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

# FISCAL NOTE

STATE OF ALASKA  
2001 LEGISLATIVE SESSION

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

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

**Expenditures/Revenues** (Thousands of Dollars)

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

OPERATING EXPENDITURES	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007
Personal Services						
Travel						
Contractual						
Supplies						
Equipment						
Land & Structures						
Grants & Claims						
Miscellaneous						
<b>TOTAL OPERATING</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>

<b>CAPITAL EXPENDITURES</b>						
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<b>CHANGE IN REVENUES ( )</b>						
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**FUND SOURCE** (Thousands of Dollars)

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

Estimate of any current year (FY2001) cost: 0.0

**POSITIONS**

Full-time						
Part-time						
Temporary						

**ANALYSIS:** (Attach a separate page if necessary)

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

Representative Mike Chenault Date 4/12/2001  
Committee Chair

## Alaska-Siberia Lend-Lease Memorial

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

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

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

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

## Alaska-Siberia Lend-Lease Memorial

### Perceived Need:

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

### Project Summary:

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

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

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

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

#### **Goals and Objectives:**

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

#### **Technicality and Personnel:**

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

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

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

#### **Specific Activities:**

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

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

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

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

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

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

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

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

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

### **Lend-Lease Sculpture-Schedule Outline \***

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

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

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

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

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

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

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

## The Sculpture

### Concept:

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

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

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

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

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

**Gender:**

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

**Bronze Wall:**

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

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

#### **Bell P-39 Airacobra:**

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

#### **P-39 Propeller:**

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

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

### **Plinth, Plaques and Titles:**

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

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

### **The Title Plaque:**

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

*Washington, D. C. June 11, 1942.*

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

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

**Other plaques:**

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

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

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

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

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

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

## BUDGET

### Figures of two pilots:

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

**Total:** **\$220,000.00**

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

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

**Total:** **\$110,000.00**

### Crating and shipping of sculpture from foundry to Fairbanks:

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

**Total:** **\$12,000.00**

### Research, per diem and travel:

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

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

**Total:** **\$30,000.00**

**Plaques, Cartography and Engraving:**

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

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

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

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

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

**Total:** **\$41,000.00**

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

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

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

# ALASKA-SIBERIA LEND-LEASE TO RUSSIA

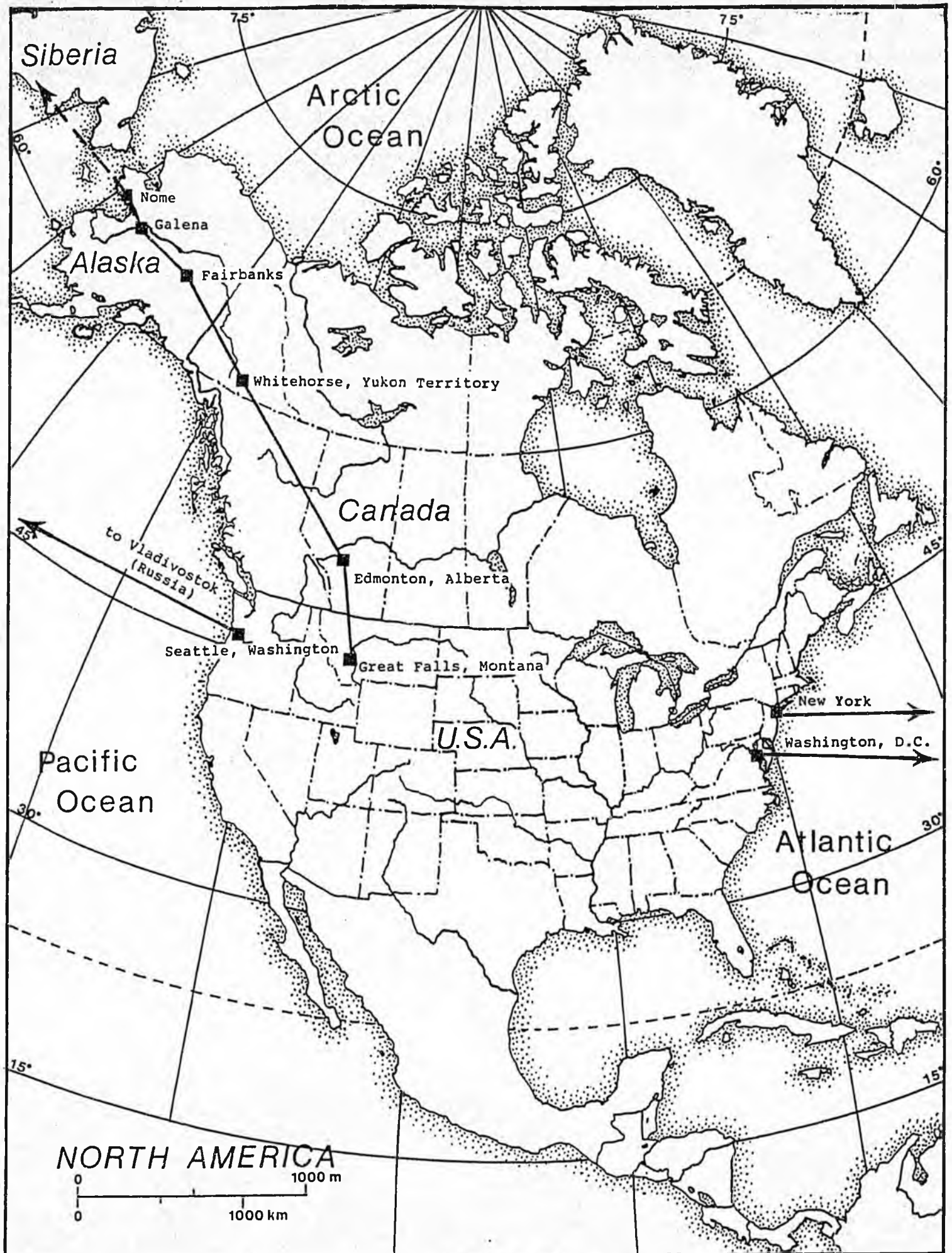


Figure 4

# ALASKA-SIBERIA LEND-LEASE TO RUSSIA

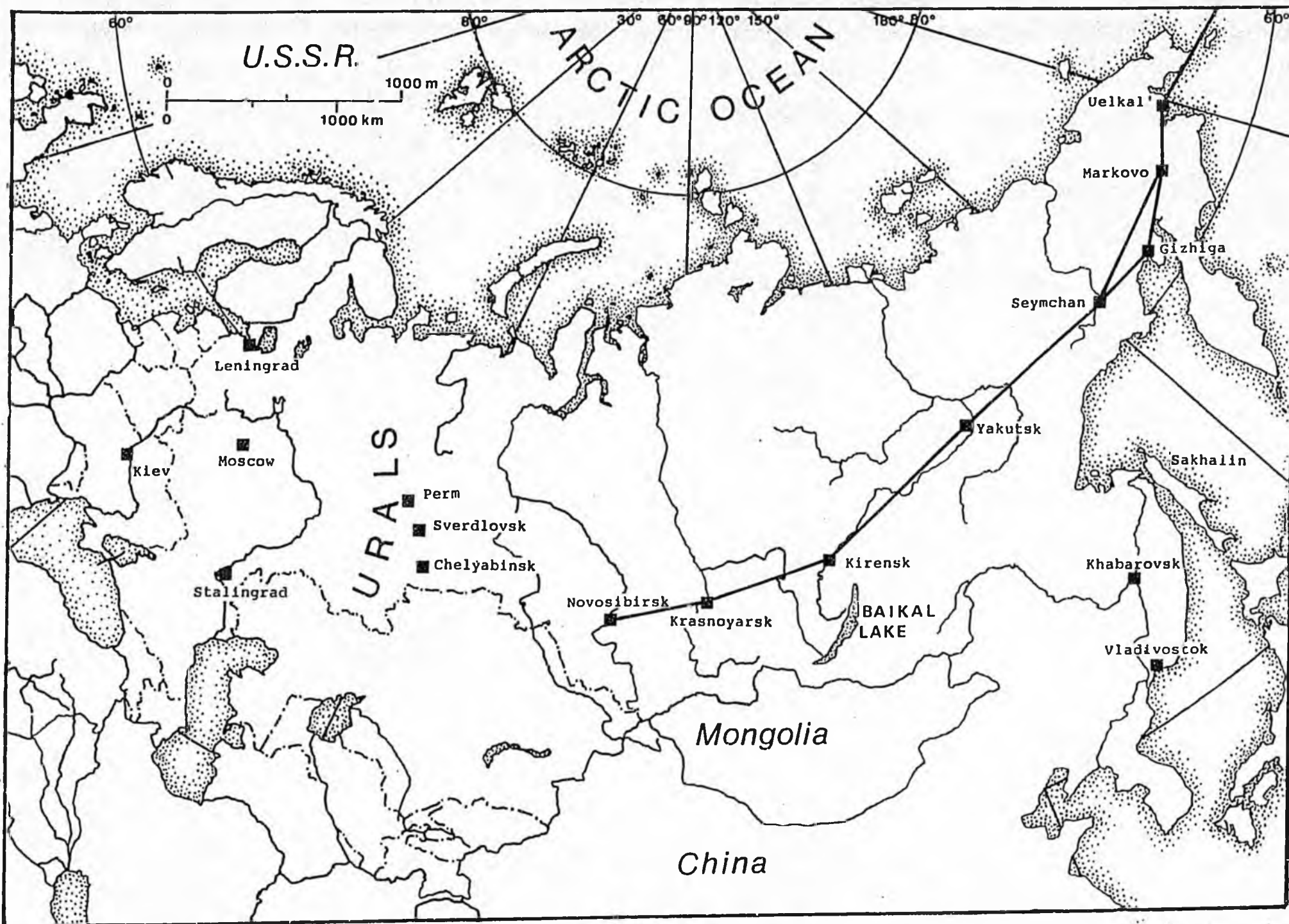
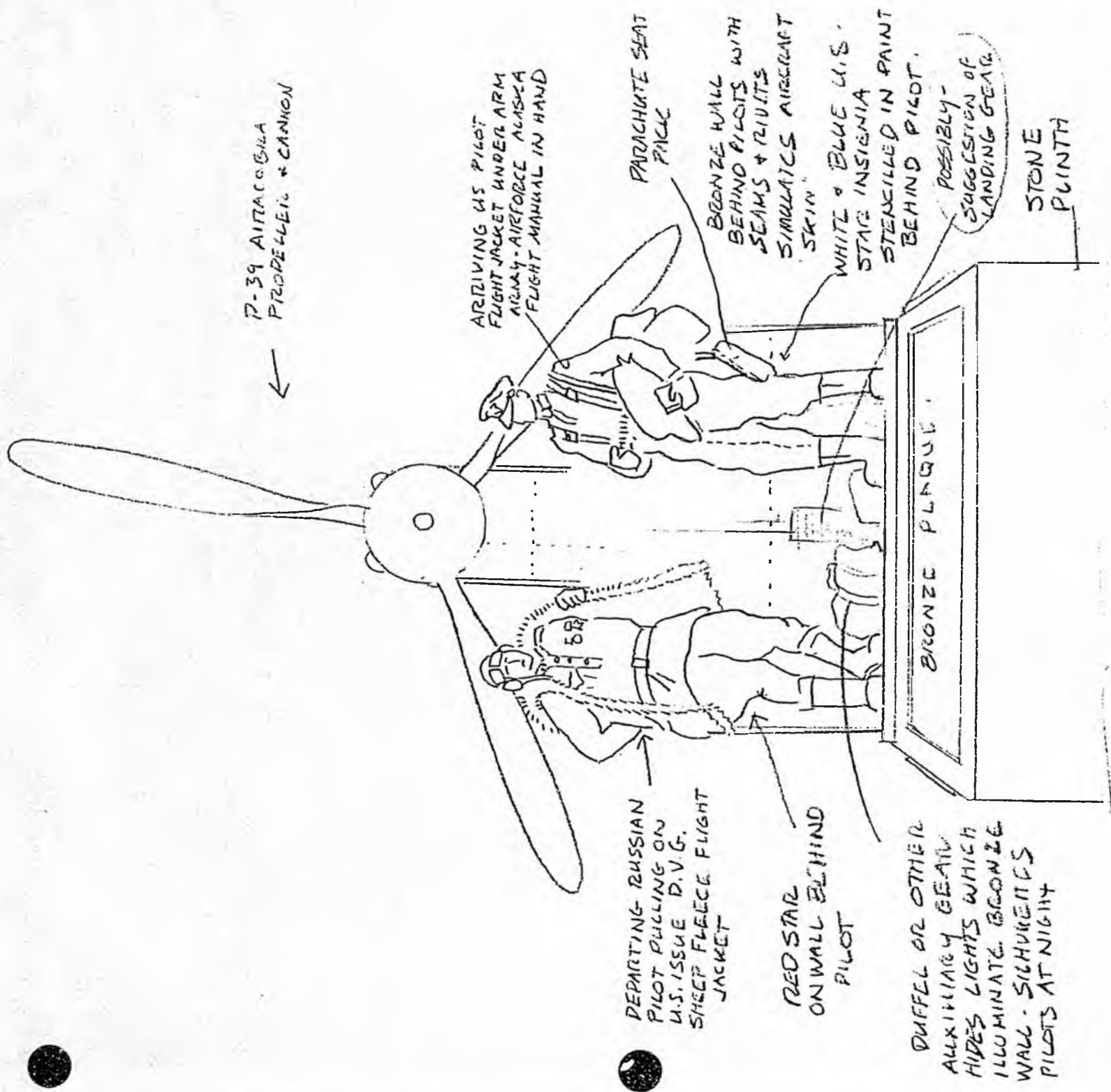


Figure 5



← P-39 AIRACOBRA PROPELLER & CANNON

ARRIVING US PILOT  
FLIGHT JACKET UNDER ARM  
ARMY-AIRFORCE ALASKA  
FLIGHT MANUAL IN HAND

DEPARTING RUSSIAN  
PILOT PULLING ON  
U.S. ISSUE D.V.G.  
SHEEP FLEECE FLIGHT  
JACKET

PARACHUTE SEAT  
PILE

BRONZE WALL  
BEHIND PILOTS WITH  
SEAMS & RIVETS  
SIMULATING AIRCRAFT  
SKIN

RED STAR  
ON WALL BEHIND  
PILOT

WHITE & BLUE U.S.  
STAGE INSTALLED IN PAINT  
BEHIND PILOT.

DUFFEL OR OTHER  
ALLIANCE GEAR  
HIDES LIGHTS WHICH  
ILLUMINATE BRONZE  
WALL. SIGNIFIES  
PILOTS AT NIGHT

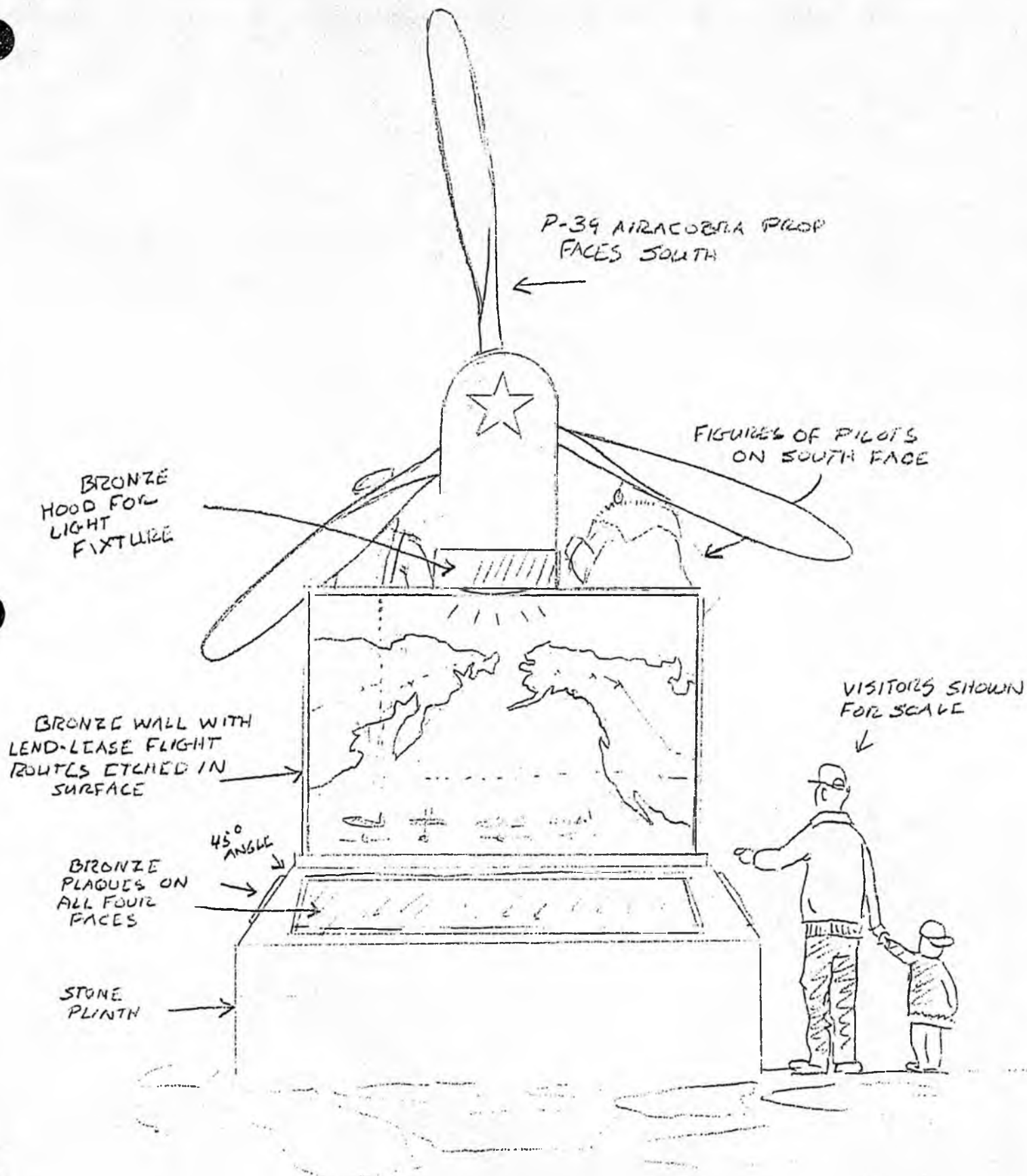
POSSIBLY -  
SUGGESTION OF  
LANDING GEAR

BRONZE PLAQUE

STONE  
PLINTH

LEND-LEASE MONUMENT  
SOUTH FACE

OVER-ALL HEIGHT  
17-18 FEET



LEND LEASE MONUMENT; (NORTH FACE)

STUDY FOR THE  
ARRIVING U.S. PILOT:

"FIFTY MISSION CREW"  
HAT

LEATHER  
SUSPENDERS  
FOR FLIGHT  
PANTS

UNIFORM UNDER  
FLIGHT SUIT

PARACHUTE  
HARNESS

CIGARETTE  
OR  
COFFEE

ARMY AIR FORCE  
ALASKA FLIGHT  
MANUAL

D.V.G  
FLEECE LINED  
FLIGHT COAT

ZIPPERS

FLEECE  
LINED FLIGHT  
PANTS

FLEECE LINED  
BOMBER BOOTS

© 1970



STUDY FOR REPAINTING  
RUSSIAN PILOT

FLEECE LINED HELMET  
WITH RADIO GEAR

POSSIBLY USE  
GLASS OR BRONZE  
FOR FLIGHT GOGGLES

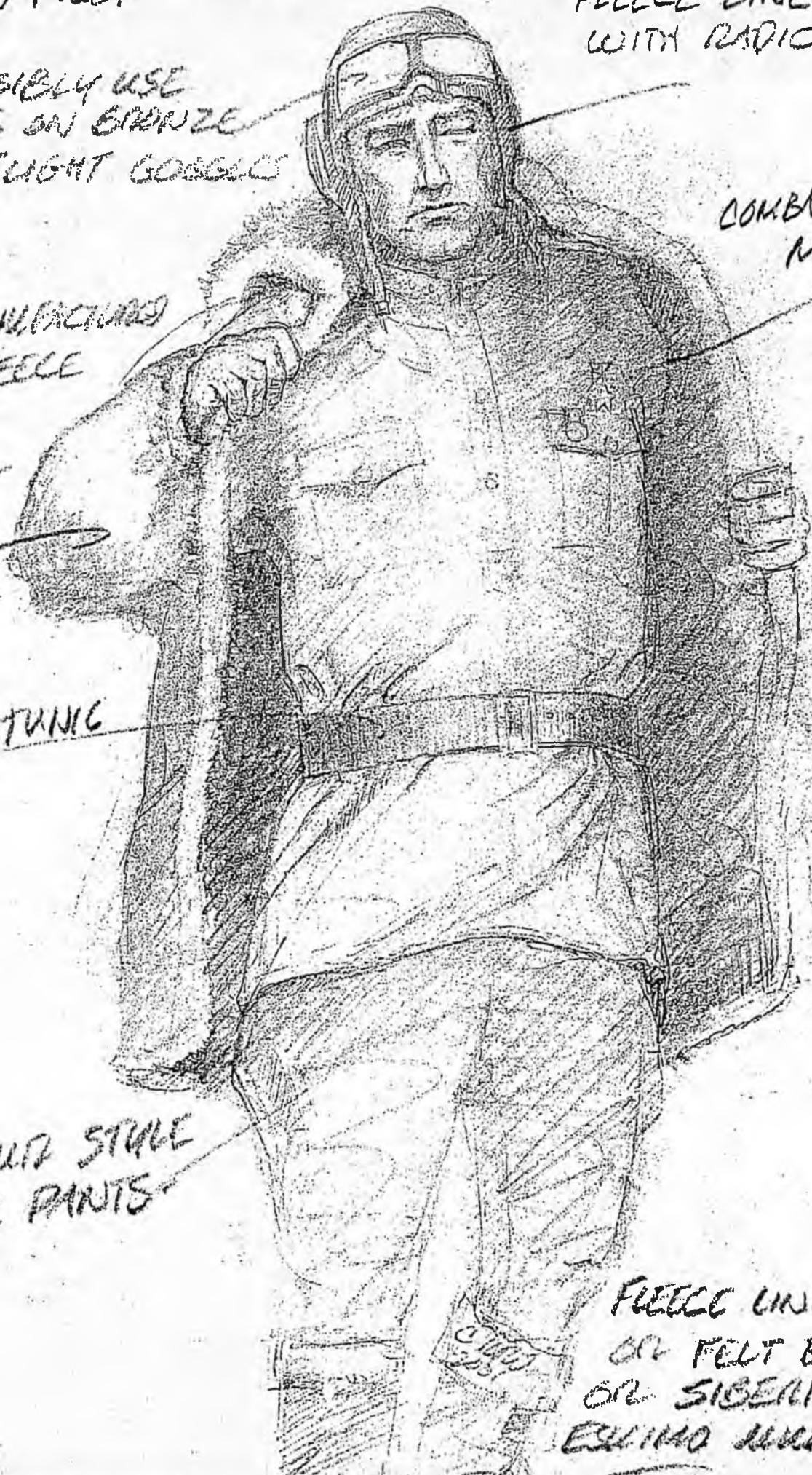
COMBAT VET.  
MEDAL(S)

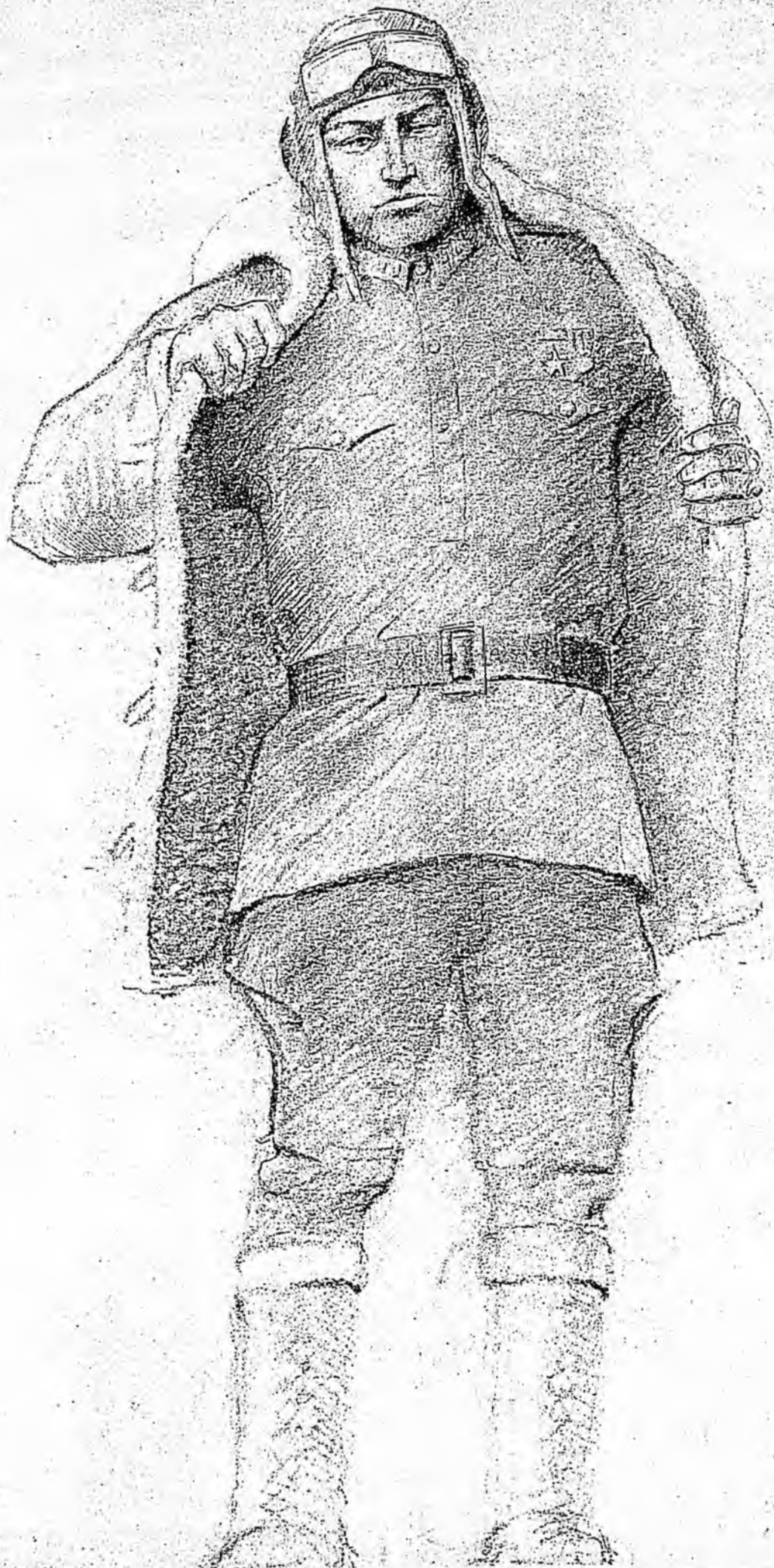
U.S. MANUFACTURED  
DVG FLEECE  
LINED  
FLIGHT  
JACKET

BELTED TUNIC

JODHPUR STYLE  
UNIFORM PANTS

FLEECE LINED BOOTS  
OR FELT BOOTS  
OR SIBERIAN  
EXHIBIT Moccasins





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

**CERTIFICATE  
OF  
INCORPORATION**  
Nonprofit Corporation

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

THE ALASKA-SIBERIA RESEARCH CENTER

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

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



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

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

Larry Mercurieff  
COMMISSIONER OF COMMERCE  
AND ECONOMIC DEVELOPMENT

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

# Alaska at War, 1941-1945

## THE FORGOTTEN WAR REMEMBERED

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

EDITED BY FERN CHANDONNET

*Alaska at War Committee  
Anchorage, Alaska*

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History

# The Alaska-Siberia Lend-Lease Program

*Alexander B. Dolitsky*

## Acknowledgement

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

## Objectives

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

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

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

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