

Wrangell St. Elias News

"Eternal vigilance is the price of liberty"

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Alaska Miner's Hall of Fame

The Induction of Martin Radovan

BY KATHERINE RINGSMUTH

The Alaska Miners Association inducted Martin Radovan, prospector from the Wrangell Mountain region, into the Alaska Mining Hall of Fame during its Annual Convention & Trade Show at the Sheraton Hotel in Anchorage on Thursday evening, November 10, 2011. Approximately 75-100 people attended the "History Night" ceremony, which served as an opportunity for the National Park Service to reach out to an audience, who seemed to express interest, enthusiasm and appreciation for the park's cultural resources preservation efforts. It was also

an opportunity for the agency to publicly recognize the meaningful and personal role that miners and prospectors like Martin Radovan played in Wrangell Saint Elias National Park's cultural story.

AMA's president, Tom Bundtzen, opened with introductions of the inductees, Arthur Shonbeck and Martin Radovan. Katie Ringsmuth was then

invited to present, "Martin & Augusta Radovan: A Love Story." The 30-minute power-point presentation profiled the lives of Martin and his wife, Augusta, who, through her support, made his life-long search for copper in the Wrangell Mountains possible. Besides detailing their respec-



Photo courtesy Emily Aiken Campbell

Martin holding three-year-old Emily Aiken in front of her home in McCarthy.

tive biographies, and discussing Martin and Augusta's mining activities in the recently nominated Radovan Gulch Historic District, the presentation showed, for the first time, photographs from the Radovan family's private collection—photographs taken by Martin himself—that revealed a life far beyond the world of copper mining.

Before launching into the presentation, Ringsmuth discussed how fellow historian Logan Hovis, archeologist Dan Trepal, and NPS's Abandoned



Photo courtesy NPS

Martin used his camera to take several self-portraits while he lived alone in Radovan Gulch.

(continued on page 5)

A note from the publisher

BY BONNIE KENYON

“Happy New Year” from our house to yours! Although it is not January 1st yet, it is fast approaching. Rick and I pushed our deadline ahead somewhat since we are preparing to go south and visit our family soon. I was thankful for the much quicker arrival of the last issue to many of your homes. We trust this first issue of the new year will make its way as rapidly as the previous WSEN.

In “a note” last issue I wrote that we had an inch of snow on the ground. That one inch has grown to 16 and Rick is still pushing that beautiful wintery stuff around to clear our trails. Our mail pilot, Dave Parmenter, is presently being challenged with adverse weather. He’s been trying to fly to McCarthy for three days in a row. Tomorrow—there’s always tomorrow!

Our first Christmas card arrived last mail day from subscribers and friends, Ted, Virginia and son Stephen Cebula. Thank you! The picture is wonderful.

Speaking of pictures, Rick Sr. found an extra picture that goes with Rick Jr.’s article on page 6. It seems that I wore that mosquito head net most of the summer of 1977. Our introduction to bush-style living was most interesting. Rick Jr. was a real trooper as my sidekick on the peeling crew!

Rick Sr. and I thank Katie Ringsmuth for her generous contribution to this issue. As you can see, her first story begins on the cover, but don’t pass up her next historical project for the park service on page 8. Perhaps you have an item of special interest for Ka-



WSEN staff photo
“The peeling crew” Rick Jr and Bonnie—peeling logs and burning brush.

tie. Please see her part 1 on a few of the famous “Skyboys” of Alaska.

Many thanks, along with our heartfelt condolences, to Kennicott Kid Inger Jensen Ricci for informing us of the passing of her husband, Charlie, at the age of

101! Charlie lived a long, adventuresome-packed life. His obituary is on page 15.

Long-time WSEN subscribers from Switzerland, Walter and Ursel Mueller, e-mailed me the other day and wanted me to pass on hellos to all their McCarthy friends. We miss you, too, Ursel!

On December 1st Copper Valley Telecom turned on their new microwave link in the McCarthy area. Rick is enjoying the much improved Internet system and learning more each day. Please take note that WSEN’s e-mail address is changing to wsenews@gmail.com. Our Starband account will soon be going away.

Wrangell St. Elias News welcomes aboard the following subscribers: Patrick Bowman, CA; Cathy Williams, AK; David & Sharon Clark, TX; Bruce Rogers, AK; Katie Ringsmuth, AK.

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Items of Interest

BY BONNIE KENYON

Long Lake Fishing Derby:

The annual Long Lake fishing derby is top of the list for upcoming items of interest. Host of this 9th early-spring event is Jim Kreblin who makes his home year round on the shores of this beautiful lake. Since he cannot drive to his cabin, his transportation consists of a boat in the summer and a snowmachine in the winter.

Summer is long gone; December is here and so is winter. Jim reports that the lake is now snow covered and the ice is plenty thick for the ice fishing derby. This year the date is set for Thursday, March 15th. (Please take note all you interested fisherfolk that the day is a Thursday, not a Saturday as past derbies.) 10:00 a.m. is the starting time. Bring your own tackle and ice fishing rods. (If you're into baking cookies, Jim is into sampling them!)

Ice bowling will be available for those taking time out from pulling in all those Rainbow Trout or Dolly Varden.

A bon fire on the ice is a great place to warm up in-between either event. Hot dogs and marshmallows to roast over the open fire and a steaming bowl of Mark Vail's homemade chili will be on

hand to warm the insides of all fisherfolk. Come one; come all, says Jim!

Dave Williams and Marie Thorn: In the last issue of WSEN, I left Dave and Marie eagerly awaiting the arrival of their new propane cook stove. I share their enthusiasm on their major upgrade. I well remember the day Rick, Rick Jr. and I brought our propane stove home, and I finally baked a loaf of bread in a "real" oven here in our cabin. I'm still enjoying the use of that same stove today as I type this "item." Another loaf of bread is almost ready for sampling!

Dave and Marie did make it into Anchorage and successfully brought home their stove and specially ordered kitchen sink (it weighs 200 lbs., says Marie!).

Their timing was just right. They were able to drive their fully-loaded truck up Silk Stocking Road in Kennicott to their house, making unloading these two precious items much, much easier. The next day the big snowfall arrived. Marie reports two feet of the fresh white stuff fell all the next day and was then followed by drizzle. Dave estimates there are 34 inches of snow depth off the trail. They've been doing a lot of

shoveling! Thankfully, that didn't occur until after they moved the sink and stove into the house.

Before setting the items in their place, Dave finished up the kitchen cabinets, assembling and varnishing them. On the Wednesday prior to Thanksgiving Day, Dave and Marie unpacked and hooked up their stove and sink—just in time to enjoy the holiday. "What an incredible way to celebrate," says Marie. "We had a full spread for Thanksgiving!" The "cornerstones of the kitchen" are now set in place. Congratulations, Dave and Marie! I know this is a great milestone for you both.

I asked Marie what was next. Last winter they managed to dry-wall the inside of the house. Even though folks, including Dave and Marie, prefer doing these kinds of projects in the summer months, it isn't always possible. They hope to complete the painting on the inside walls shortly after the new year, says Marie, and wrap up a few small projects before their busy summer work season begins.

There is a need to get outside and enjoy the limited daylight and fresh air so in Dave's spare time (?) he is grooming a trail for he and Marie's favorite outdoor pastime—cross country skiing. They

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also take turns snowmachining to mail twice a week.

Yesterday it was Marie's turn and I asked her how the new stove was working. I wish I had had my camera poised and ready to capture the smile on her face! She and Dave are baking pies, brownies and all those good things that they've wanted to do for a long time—in their home and together!

David Conner: It's great meeting new folks, even if it is by way of telephone instead of in person. I just got off the phone with David who is not really a newcomer to the McCarthy/Kennicott area, but he is new to Rick and me. David is spending the winter at Long Lake this year (his first), housesitting Johnny McGrath's cabin and dog sitting Molly and Shiloh. He doesn't seem to be intimidated with experiencing those "firsts." His first time to visit McCarthy was in 2008 while attending the college program at the Hardware Store. The following year he returned as an intern with Wrangell Mountains Center. His next first was guiding for Kennicott Wilderness Guides in 2011. "I totally loved it!" says David.

He also thoroughly enjoyed working with all the other guides at KWG—so much so that he plans on returning this year. "I'm looking forward to another great year with KWG. They did a terrific job showing me the ropes, literally and figuratively."

Wintering on the lake, watching the many birds and the fish is a highlight, he says. Of course, his two dog-sitting charges keep him company. His nearest neighbor is Jim Kreblin who is kindly showing him some of the details of winter living at Long Lake.

I asked David what he was doing to keep entertained. Besides

doing firewood detail, he is learning to cross country ski, and being a musician he is enjoying the extra quiet time to pursue his song writing and music making.

Although David did not "toot his own horn," I was told he does a fine job on the trombone and guitar. He also has access to drums and a keyboard this winter.

His plans are to visit his mom and family in California sometime in March but will return to the area late April. In the meantime, he is "hunkering down" and "loving it."

I know it is somewhat late, David, but welcome to the McCarthy area. It was great meeting you today by way of phone. Next time I hope it will be in person!

Kelly and Natalie Bay: It has been a long time since I've written an "item" on the Bays. In the summer months, both Natalie and Kelly are in high gear, managing their two businesses, Wrangell Mountain Air and the McCarthy Kennicott Shuttle. Our paths only rarely (and briefly) cross during those busy months.

For the last four winters they have lived in Anchorage while daughter Tessa attended high school. Before that season of their lives, they were year round residents—living in downtown McCarthy during the summer tourist season and at their cabin on the Nizina River during the winter. Things have taken on a whole new look; maybe I should say "old" look.

Tessa graduated from high school and is now settled into Washington, DC while she attends George Washington University. Now there is an item of interest: small town McCarthy girl heads to the city of cities! "She really likes the city life," says Natalie. In spite of the challenges of a very busy

school regiment, Tessa is adjusting and doing very well.

I asked Natalie this morning how she and Kelly were adapting to winter life once again on the Nizina. "We are really enjoying it!" The time change was evident, however, when Natalie discovered Tessa's pre-teen stuff, left behind.

Most folks who live here year round don't experience boredom. Same goes for the Bays. Kelly has enough projects for a lifetime, says Natalie, and is enjoying the prospect of tackling them once again. Right now he is in the process of building their sauna and thrilled to be back working with wood in his shop.

Natalie doesn't have the chore of homeschool so her days are spent catching up with the paperwork from their business ventures and all that end-of-year wrapping up of unfinished work. In the meantime, they are still receiving a steady flow of reservations for the upcoming 2012 season.

Their nearest neighbors are Paul Hanis and Jenny Rosenbaum. The neighborhood is quiet. The snowmachine is now in use for their major winter transportation to McCarthy for mail, and to help bring in their supply of firewood to feed their stoves in the upstairs living quarters and the downstairs shop.

All is well on the Nizina and the Bays are happily settled in for the long haul with one major trip in sight—a celebration with Tessa in Anchorage over the Christmas holiday.

Welcome home, Kelly and Natalie!

Mark Vail: When I called Mark tonight, it took him awhile to answer his phone. He was outside cutting firewood. A tree had fallen during a recent windstorm and, since it was only about 10'

(Continued on page 19)

Martin Radovan (continued from Cover)

Mine Lands program, supported the research for the history project, and ultimately the nomination of the Radovan Gulch Historic District for listing in the National Register of Historic Places. Ringsmuth also announced that the National Park Service was in the process of producing a book entitled, *Tunnel Vision: The Life of a Copper Prospector in the Nizina Country*, which is expected to be available by early 2012.

In attendance for the Mining Hall of Fame event were several people who either knew or knew of Martin Radovan. During the course of the night, it became very clear that this was a special occasion for them. Ringsmuth took the opportunity to thank all those who made significant contributions to the resulting projects.

Martin's great nephew, Aric Morton, Martin's niece, Katherine Cesare and her daughter traveled from California for the event. Both Aric and Katherine were instrumental in providing information about Martin's early life, as well as giving Martin's personal photographs and business documents. That night Katherine revealed a few stories about Martin's life after he left Alaska. She was most appreciative of Augusta's story, for which the family dimly knew. Ringsmuth presented AMA's official induction award to Katherine, honoring her Uncle Martin.

Ringsmuth also thanked the AMA for not only providing a forum in



Photo courtesy NPS

Katie Ringsmuth presents after AMA's president, Tom Bundtzen, opened with introductions of the inductees, Arthur Shonbeck and Martin Radovan

which to share this history, but the "buzz" surrounding the induction ceremony prompted new information to surface regarding Augusta. This new piece of information, if correct, may lead to the discovery of her grave site. The family responded to this information with a great deal of gratitude. Aric Morton, who has visited Radovan Gulch, specifically requested that NPS keep the family involved in the search

for Augusta. This news was obviously very meaningful to them.

Emily Aiken Campbell attended the event from Big Lake. Campbell's parents, Calvin and Viola Aiken, worked with Martin in the 1950s, and served as Martin's surrogate family until his permanent departure from Alaska in 1975. Over the years Emily had kept many of Martin's personal writings and records. In addition, Emily provided key interviews for the book. Highlighting the night was Martin's camera brought by Emily to share with the family. It was the same camera Martin used at Radovan Gulch to take his now historic photographs.

It goes without saying that Martin's story would have lacked its richness had it not been for the support from the local community of McCarthy. At least six individuals attending the ceremony were from McCarthy, and approached me after with thoughtful insights and kind words. Residents such as Rick and Bonnie Kenyon, although

they could not be there in person, sent cameras so that they too could share in the moment, but also so they could commemorate the occasion in their locally-run newspaper, *Wrangell St. Elias News*.

Most significantly, James "Jim" Edwards, his wife Audrey, and son Stephen attended the event, making a treacherous winter drive from McCarthy in order



Photo courtesy NPS

(Standing) Aric Morton, Stephen Edwards, Jim Edwards
(seated) Emily Aiken Campbell, Audrey Edwards.

to reunite with Martin's family. Jim is one of the few people still alive who worked with Martin at Radovan Gulch, particularly at the Binocular site. Jim not only provided Ringsmuth with his personal photographs and memories of Martin, but shared with the historian his own life story.

Jim agreed to write *Tunnel Vision's* foreword, explained

Ringsmuth. She then went on to read a few of Jim's words:

"Even though Martin never got rich..., " wrote Jim, "...he had truly achieved something special in his life. Yes, my friendship with Martin Radovan stands out as a "WOW" experience, and is a reason to never forget him."

Indeed, getting to know Jim Edwards throughout the proj-

ect's duration gave Ringsmuth her own "wow experience," and like Martin and Augusta, he will not be forgotten. AMA's "History Night," shared with Martin's family and friends, was a perfect way to mark the completion of a project and a truly unforgettable experience.

Alaskan grown part 6—Long Lake

BY RICK KENYON JR.

It didn't take us long to get "settled" into Hank's guest house as we began the process of breaking ground for a 16' by 24' log cabin. Our guest home was just a few feet from the stream that came out of Long Lake. This stream led to rivers and eventually the ocean. Salmon would fight their way upstream in the fall and we got used to seeing them in that shallow stream. Many Reds and Silvers found their way back "home" in Long Lake after

spending several years in the ocean.

We weren't the only spectators of this sight. Bears, mainly *grizzly* bears, visited the stream also. There were paths and trails wallowed through the woods on each side of the creek. During the salmon run



in the fall, it was not safe to be outside without a gun handy. Sam was kept busy, barking and defending his territory from these unwanted visitors. Sometimes he was successful; other times ignored.

Work on the new cabin was slow but steady. Mom and I kept busy, peeling the logs and assisting Dad with moving them. Hank let us use his Powerwagon with a boom to lift the logs up as the walls got higher. I recall hunting moss in the woods and bringing back sacks of it to "chink" the cracks in the walls. It was a proud moment when the ridge-pole and purlins were put in

place in preparation for the tin roof. The cabin was going to be a snug home for our first winter in the bush. Hank had an old wood cook stove that we put in the kitchen. It had a water reservoir that was handy for heating water. Dad made a heating stove from an old 55 gallon barrel. Mom found some linoleum to put on the floor and by fall we moved into our new home.

Our neighbors were seasoned Alaskans who had many stories to share. Harley and Jo King lived just through the woods and were our closest neighbors. We walked over to their cabin on a small trail many times. They had a neat log cabin, shop, guest cabin and a "cache" (on stilts). In the summer, Jo spent much time tending their large garden and greenhouse. They had a Super Cub airplane and both flew. Harley had so many stories to tell of his adventures in Alaska and was a true pioneer. I never tired of hearing those interesting tales of fishing, hunting, guiding and flying. He and Dad became close friends and spent many an hour together.

There was a nice airstrip across the dirt road from our cabin. The end of it ran up to Long Lake and the Collins lived there during the summers. Cliff and Jewel were from Cordova, and were no strangers to our community. Every year they came out to Long Lake for the summer and fall. Often you would see them in their award-winning garden. They grew the best strawberries and largest rhubarb as well as other vegetables. Jewel was also known for

her gorgeous flowers. There were beautiful sweet pea flowers in her back yard; such wonderful fragrance! There was a rowboat tied up to their dock on the lake.

Phil Collins (son of Cliff and Jewel) built a large log home on a bluff that overlooked Long Lake. He and his wife Judy were also from Cordova and spent the summers at Long Lake. Phil ran the canning plant in Cordova and Judy was a nurse. They had a boy and girl. Karen and I were the same age and Mike was just a few years younger. I got to know them that summer and spent all my free time playing in the woods around the neighborhood. Mike and I spent much time riding motorcycles and playing with matchbox cars and planes.

During that summer, the Lakina bridge washed out and was closed for several weeks. Traffic was closed except to locals. Once, while driving our Suburban down the road to check on the bridge, we saw a large grizzly bear. We stopped and he stood up on his two hind legs! It sent a shiver down my spine and respect grew that day for these amazing creatures. (The road department eventually fixed the bridge and traffic resumed.)

There not being a post office at Long Lake, we got our mail in Chitina. Several weeks would go by between "mail runs." Sometimes a neighbor was going that way and would kindly take mail out or bring it back. We would reciprocate. When winter came, we would be limited to using a snow machine.

In the bush, one learns to value relationships. Our neighbors became our best friends and without television for entertainment, we spent more time in the winters visiting them. During the summertime, there were many projects that kept us busy and we visited less often. The bush lifestyle is slower-paced and more laid-back. Folks take more time with each other; there is a special sense of belonging. Unless you've lived or visited the bush, it's hard to understand. It's certainly much different than the rat-race of city living!

As winter came, our summer friends left for other homes. The Collins left for Cordova and Hank left for Oregon. New residents arrived to replenish our population. Some winter neighbors included Ralph and Linda Lohse (from Cordova) and their children. Their cabin was close to the Lakina River, about a mile from ours. They had three girls at that time: Becky, Robin and Nettie (Lynette). Ralph's brother Bob and his wife Lonnie stayed in Cliff and Jewel's guest cabin at the lake. Our winter neighbors taught us much about winter living that first year in the bush.

Ralph and Bob had winter trap lines near Long Lake. In the summer, they commercial fished for salmon in Cordova. Ralph was a school teacher also, and had many interesting stories to tell of teaching in native villages throughout Alaska. Bob and Lonnie had a summer home in Lower Tolsona, near Chitina.

"My ancestors wandered lost in the wilderness for forty years because even in biblical times, men would not stop to ask for directions." —Elayne Boosler

From Buffalo Bill to Bob Reeve: Creating the Skyboy Narrative

BY KATHERINE RINGSMUTH
NATIONAL PARK SERVICE

During the peak of what *Time* magazine coined the “American Century,” historian Beth Day came to Alaska in 1955 to investigate the Last Frontier’s famous flyers. At that time, Americans viewed airplanes as modern marvels. Test pilots, like Chuck Yeager, personified a new national hero, who, since Charles Lindburg’s trans-Atlantic flight in 1927, had pushed the boundary between earth, sky, and space. In 1947, Yeager broke the sound barrier. That feat, bolstered by post-World War II military technology, ushered in a new era for the commercial sector known as the Jet Age. Instead of the ‘20s-era biplanes constructed with fabric-covered wooden frames, the ‘50s-era passenger planes, like the Douglas DC3, the Boeing 707 and the Convair 240s, looked like rocket ships: They were sleek, all-metal, and aerodynamically designed. Supercharged turboprop engines lifted these behemoths into the atmosphere. Pressurized cabins, automated internal systems, and advanced radio and navigational equipment allowed jetliners to arrive at their destinations with speed, precision, and comfort. Jet aircraft represented an inevitable future—America was entering the Space Age—zooming towards what President John F. Kennedy termed, “America’s New Frontier.”

By the mid-1950s then, the aviation industry represented the best

of American innovation and technological know-how, and in many ways, epitomized the media’s notion of the “American Century.” And, nowhere in the nation was the airplane more important than in Alaska, and one historian put it, “aviation and Alaska were practically synonymous.” Yet, rather than describing Alaska as a “Crossroad of the Air World” that connected Alaska to people and places throughout the circumpolar North and the Pacific Rim, Beth Day’s aviation biography, *Glacier Pilot: The Story of Bob Reeve and the Flyers who Pushed Back Alaska’s Air Frontiers*, positioned Alaska as the final extension of a wilderness frontier, existing on the edge of North America. “The Alaskan bush pilots...,” wrote Day, “...are a hardy breed of independent, free-lance flyers who were conquering the Far North in their single-engine planes, without airports, navigational aides, or government subsidy.... Without help from anyone or anybody, they were making history on their own, charting the wilderness by learning to read the nameless mountains and rivers that run God knows where.”

Day’s story of Alaska pilots is nostalgic and old-fashioned. Instead of the futuristic Buck Rogers—a hugely popular cultural phenomenon that parallels the development of America’s space technology, Day evoked the swashbuckling cowboy of Buffalo Bill’s Wild West shows, Buck Taylor. Indeed, her historic figures are steeped in a familiar tale of American prowess, freedom, and exceptionalism—the story of the Wild West. *Glacier Pilot* paints a portrait of the Alaskan bush pilot as an enduring symbol of Frontier Alaska—and to Americans everywhere, the Last Frontier.

Aviators Harold Gillam, Merle “Smitty” Smith, and of course Day’s

central hero Bob Reeve, are presented as pathfinders—Sky Cowboys—blazing trails in fixed-wing biplanes; defiant, independent characters who could also constitute the cast of a Sam Peckinpah film. Day depicts these pilots as laissez-faire entrepreneurs and “pioneers of civilization.” And, like any gunfighter, these flyers, especially the cantankerous Bob Reeve, were not afraid of a fight. They were, of course, almost all male. The occasional woman who flew had “moxie.” The most daring flyers opened Alaska’s “empty land” to mineral development and carried mountaineers, aiming to conquer the continent’s highest unnamed peaks, to new heights. Pilots aided exploration by transporting scientists to uncharted regions, and unlocked new territory to the Boone and Crockett trophy hunters. When Alaska became an air bridge to Asia, these flyers even became war heroes.

Perhaps the aviation industry’s adoption of the cowboy motif should not be too surprising, for at the same time Day had arrived in Alaska to interview pilots, adolescent youths across the nation were enthusiastically watching *Sky King*, a television show that centered on a former World War II pilot named Schuyler (Skyler) King, who along with his niece and nephew “Penny” and “Clipper,” used his airplane Songbird to round-up local bad guys and protect the top-secret military installation near their Flying Crown Ranch in the fictitious town of Grover, Arizona from being robbed, spied upon, or blown up by Communists.

The western imagery invoked by *Sky King* was just as powerful in the far North. In the foreword to Oscar Winchell’s biography, Alaska’s Flying Cowboy, U.S. Senator Bob Bartlett remarked, “The early airplanes

were mechanical marvels flown by resolute men who became folk heroes in their own time...They were as truly pioneers as were the men who moved into the American West by horse and by ox team, and who drove the railroads to the shores of the Pacific." Contributing to the bush pilot's heroic persona was the magical machine with which godlike flyers not only defied the laws of nature, but made it accessible in unprecedented ways. "No technology is more important in Alaska than that associated with aviation," wrote historian Roderick Nash. "The bush plane is Alaska's covered wagon."

In a recent publication, writer Steven C. Levi exclaimed that "it was the airplane that brought Alaska into the twentieth century." Yet, he describes such transformative change using familiar expressions and words. He calls bush pilots "the unsung hero of the north," who, by overcoming mountains, glaciers, frigid temperatures and blinding blizzards, became "the stuff of legends." "These 'Cowboys of the Sky,'" insists Levi, "make Alaska what it still is today."

Those inhabiting Levi's legendary Alaska would surely agree that it is an exceptional place. Most would describe bush pilots as self-reliant, individualistic, defiant and daring individuals. The perception of bush pilots as modern-day cowboys of the North, who embody the frontier spirit of Alaska, remains a powerful narrative that resonates with most Americans. This universal perception requires little explanation, and even today serves as a trademark designed to sell not just reliable, but extraordinary air service. "I have never encountered anything in aviation quite as unusual..." remarked Alaska Airlines historian Robert Serling, "...as an airline that technically, economically, operationally, and geographically has outgrown its name—and yet refuses to change it." Serling suggests that the very uniqueness of Alaska Airlines'

defiant Eskimo tail insignia sets the airline apart from other carriers by symbolizing the company's heritage, traditions, and "commitment to being a little different from and often a little better than anyone else."

Over time, popular culture's fusion of pilots and cowboys has created what one might call a "Skyboy Narrative," used to express the historical significance of Alaska aviation to the larger public. Still, it



Courtesy of University of Alaska Archives and Special Collections, Consortium Library, The Russell Dow Collection, uaa-hmc-0396-14a-30.

Wrangell Mountain Skyboy Bob Reeve at his Valdez Hanger, circa 1937.



Courtesy of the Cordova Museum, 95-46-11.

After the Rogers-Post crash writers began to focus on the miracle of mechanical flight, even calling Alaska bush pilots like Harold Gillam, "Angel in Fur."

seems strange that everything from pop-culture to corporate America identifies Alaska aviation with the quaintness of the nineteenth century, rather than celebrating pilots and planes as modern twentieth century creations. To put it another way: Why Buck Taylor and not Buck Rogers?

Creating the Skyboy Narrative

Before World War II, the aviation industry involved a small fraternity of flyers. During the peak of Alaska's "Age of Frontier Flight," a fifteen year period that lasted roughly from 1923, when commercial aviation began, to 1938, the year Congress passed regulatory legislation, only a handful of people piloted airplanes, even fewer flew in them, and fewer still understood how aviation worked. Scribes of the day lacked a narrative that neatly expressed the complexities of the new industry. No simple storyline existed that fully explained to the average reader how the new technology might shape their future. Consequently, the language used to describe early flight waxed romantically about the Last Frontier. Writers filled their stories with images of "huddled cabins" in which lived "grizzled prospectors," disconnected from the rest of the world, and who spent their dark evenings "around the fireplace of the roadhouse, playing cards and spinning tales of the north." In 1936, New York Times writer Calvin S. White wrote:

Lacking the facilities for other travel found in many regions, Alaska proves its claim to the title of "America's Flying Frontier." Sourdoughs will always remember the epic dog team dashes of the past, such as Leonhard Seppala's carrying the serum for Nome, but for everyday travel in 1936, as well as in all emergencies, they depend on the airplane.

The *New York Times's* depiction of the Alaskan aviator was nothing less than heroic. "On

him,” its journalist proclaimed, “depends much of the future of America’s northern empire.” Still, the eastern paper was slightly misleading, for few Alaskans in 1936 actually flew in airplanes. They saw the new innovation as unpredictable, unreliable, and expensive. They neither fully comprehended the physics of flight nor its practical application. Consequently, most Alaskans remained skeptical. Bush pilot Oscar Winchell discovered this the hard way. When seeking a flying job in 1931, Winchell learned all too quickly that most Alaskans believed that “pilots were nuts.”

Moreover, the idea of leaving the ground terrified them. In the same *New York Times* article, White recounts a story of a pregnant Alaska Native woman who needed to fly to Fairbanks for medical treatment:

“See,” said the nurse, propping the expectant mother up to a window, “there is the plane that has come to take you to the hospital.” Frightened almost out of her wits, the patient promptly had the baby!

In spite of White’s prejudices, the story shows that fear was the infant airline industry’s biggest problem. “It’s one of history’s great ironies...,” writes Serling, “...that the nation where heavier-than-

air flight was first achieved was the last major industrialized country to realize the commercial potential of the airplane.” Even aviation’s first practical job, delivering the mail,

gained a notorious reputation. Of the 200-plus pilots contracted by the federal government between 1918 and 1926, 35 died flying the mail. The nation’s aviators ominously called the service a “suicide



Courtesy of the Cordova Museum, Merle “Mudhole” Smith Collection, 69-5-66.

Alaska U.S. Senator Bob Bartlett (second from left) compared bush pilots to the pioneers of the American West. Here the Senator is standing second from left in front of a Cordova Airlines jet.

club.” Adding to those fears were several highly publicized airplane crashes that occurred in Alaska. Ow-



Photo courtesy of the San Diego Air and Space Museum Archives.

Will Rogers, Leonhard Seppala, Wiley Post and Joe Crosson in Fairbanks, Alaska shortly before the famed fatal flight.

en Meals, a Ford dealer from Valdez, wrecked his Alexander Eaglerock biplane on a gravel bar on the Copper River near Gakona in 1928. Meals and his passengers escaped

death that day, but that same year, Harold Gillam and Danny Danforth crashed during an instructional flight in Fairbanks. Both men received injuries—Gillam’s were severe and Danforth’s fatal. The

accident marked the first flight-related fatality in Alaska. A year later, in November 1929, polar flyer and Alaska’s first airmail carrier, Carl “Ben” Eielson, and his mechanic Earl Borland died in Siberia while attempting to evacuate furs and personnel from the Nanuk, a cargo vessel trapped in Arctic ice. But the most far-reaching and shocking air-related accident to occur in Alaska was ‘the crash felt around the world’ that killed humorist Will Rogers and famed pilot Wiley Post near Barrow in 1935.

At the time of the accident, Rogers was at the peak of his popularity, rising from a vaudeville lasso-twirling comedian to syndicated columnist, best-selling author, cowboy philosopher, world renowned Broadway performer and Hollywood movie star. He befriended everyone from the “home folk” to the President, as Rogers famously said, “he never met a man he didn’t like.” His pilot, Wiley Post was also famous. He became a national figure in 1931 when he obliterated the record for flying around the world in eight days. Two years later, Post beat his own record by a day, flying around the globe in an unpressurized

monoplane at extremely high altitudes.

Both Rogers and Post were part Cherokee Indian and from the West. Together these self-proclaimed

Oklahoma cowboys decided on a trip to the Last Frontier. Besides the adventures the two friends had planned to share, Rogers sought fresh material for his newspaper column, while Post sought a new air route to Europe. On August 15, Post's customized Lockheed aircraft crashed while trying to take off from a tidal flat near Point Barrow. The crash made international headlines, for death had taken one of the world's most innovated aviators, and the most influential voice of the Depression-era's "common man."

The news rocked the nation from California to New York. The outpouring of national grief was said to have rivaled that felt for Lincoln. Eddie Cantor, Mary Pickford, and Clark Gable were among those who mourned at Rogers' funeral. President Roosevelt expressed deep sadness for the loss of his "old friend." Alaskans were especially stunned by the accident. Attempting to put their heart-felt sorrow into words, writer Rex Beach feebly wrote, "This tragedy is still too incredible for belief." Perhaps the words of child-star Shirley Temple were the most prophetic. When told of Rogers' death she bitterly cried, "I hate airplanes!"

In order to downplay the dangers associated with aviation, or at least distract readers' from their preconceived doubts, writers and other pundits began to remind readers of the literal miracle of mechanical flight. For their cold-weather services such as carrying the mail, assisting miners, and saving lives, a reporter for *Alaska Life* in 1940 called Alaska's aviators "Angels in Furs." The mixed sentiments that pilots were either gods or crazy (or a little of both) made flying easier to explain to a non-flying audience. Scribes themselves rarely flew, and most lacked a working knowledge of flight. The challenge of accurately describing aviation—whether dangerous or not—was like trying to explain magic or giving birth. Instead of revealing the magician's

trick or providing the messy particulars of childbirth, when it came to aviation, writers highlighted the miracle of the story and skipped the unglamorous, technical or gory details, which, either way, put off readers.

Perhaps Will Rogers himself explained the editorial phenomenon of the 1930s best in his article, "Flying over the Yukon," mailed to Fairbanks the day before he died:

"Well all I know is just what I read in the papers, and I tell you these little town and cities in Alaska have mighty fine little papers. They take all the big news and whittle it down till you can read it and understand it. You see with some of our big papers they have so much in there about the subject till it gets you confused. These fellows pick out the main facts and hand it to you in concentrated form, but they get in all the main things."

Thus, by using a simple, non-confusing nineteenth century narrative to explain the complexity of twentieth century modern flight, authors and journalists were able to put into words—to describe to non-flyers—the indescribable.

Finally, besides the mystery that surrounded aviation, combined with an honest fear of it, underscoring the creation of the Skyboy Narrative was the Depression-era's bleak outlook and the influence it had on people's faith in the future. Prospects for down-on-their-luck Americans were nonexistent during the 1930s. Words that expressed Progressive-era optimism, such as "efficiency" and "ingenuity," were used less and less, for many believed that technology, machines, and modernity itself had caused the nation's financial woes—that progressive science had reached its practical limitations and was now "running amuck." The uncertainty of the Great Depression significantly shaped peoples' attitudes, which was, at best, nervous and disbelieving. To create a storyline that lifted the spirits of demoralized readers,

writers of the day utilized a common narrative that tended to ignore the technical or unknown applications of the modern aviation industry, and instead, focused on the charismatic pilots and the more fascinating aspects of flight: the risk and danger, selfless heroism—the freedom; not to mention the ability to explore new territory, conquer nature, and defy gravity.

So even though aviation epitomized American modernization, in a world becoming exponentially more mechanized, Alaska's skyboys entered history just when people needed them most. Besides providing escapism for the weary worker, The Skyboy Narrative showed what man and machine could accomplish together. Stories of the bush pilots showed the disheartened how to negotiate the world of industrialization and corporatism. These northern heroes became symbols of self-reliance, ruggedness, and most importantly, captains of their own fate and dreams. Twenty years later, when Day arrived in Alaska—the Last Frontier—to research *Glacier Pilot*, the Skyboy Narrative was securely fixed in the popular imagination.

NOTE: Be sure to look for part II, The Wrangell Mountain Skyboys, in the next edition of the WSEN.

The National Park Service is conducting a historical investigation of the Skyboy Narrative and its role in shaping the history of aviation in the Wrangell Mountains. Products from the study may include aviation properties placed in the National Register of Historic Places and an exhibit on Alaska Aviation at the Anchorage Museum. If you would like to assist this investigation further by providing information, personal recollections, or artifacts that are representative of aviation in the Wrangells, please contact Katie Ringsmuth at 907-644-3467 or email her at Katherine_Ringsmuth@nps.gov.

State Joins Lawsuit Defending Sovereignty of Alaska Waters

DECEMBER 7, 2011, JUNEAU, ALASKA —

Governor Sean Parnell has directed the Department of Law to join litigation recently filed by Alaska resident John Sturgeon. The suit seeks to limit federal regulations over state-owned navigable waters that run through national parks and preserves within Alaska.

For decades, Sturgeon hunted moose on the Yukon River and its tributary, the Nation River, both of which run through the Yukon-Charley Preserve. In 2007, Sturgeon was told by Park Service Rangers that if he did not remove his hovercraft from the waters within the boundaries of the Yukon-Charley Preserve, he would be charged with a crime. State law permits using hovercrafts on public domain lands and waters. Still, Sturgeon feared federal prosecution and has not operated his hov-

ercraft in the Yukon-Charley Preserve since 2007.

"This case is about the state's sovereign right and responsibility to govern its own lands and waters," Governor Parnell said. "Federal overreach attains new heights when Alaskans can no longer legally access the waters that have for decades provided essential transportation routes in Alaska's remote areas."

Sturgeon and the state's arguments are grounded in the Alaska National Interest Lands Conservation Act (ANILCA), which became federal law in 1980. ANILCA prohibits the Park Service from applying park regulations to state-owned waters that lie within park boundaries.

"The rights of Alaskans to use state-owned waters, in accordance with state law, must be defended," said Attorney General John Burns. "ANILCA struck a careful balance between designating new federal

conservation areas while also ensuring that Alaska and Alaskans could continue to responsibly develop Alaska's resources and engage in traditional activities. The federal government must respect Alaska's rights under ANILCA."

Sturgeon, along with the state, has tried without success to work with the Park Service in an effort to get the federal regulation lifted. In addition to letters and meetings with Park Service officials, both the state and Sturgeon filed formal petitions with the Department of the Interior more than a year ago requesting that the Park Service repeal or amend its regulation. To date, the Park Service has failed to provide any substantive response to those petitions.

A copy of the motion is available at:

http://gov.alaska.gov/parnell_media/resources_files/stateintervention120711.pdf

It's a Champ!

BY RICK KENYON

"What do you do out there?" This is the standard question asked by people who are not acquainted with the Alaskan bush lifestyle.

And while it is true that most all of us work pretty hard much of the time, most of us also find time for hobbies and relaxation in one form or another.

Lately I have been enjoying a renewed interest in Radio Control model airplanes.

They come in all shapes and sizes.

There has never been a better time to get into or get reacquainted with RC flying. The technology has been advancing

by leaps and bounds, and all to the flyer's advantage.

Consider the following.

It is now possible to buy a ready-built airplane, complete with all electronics already installed, a transmitter, battery and charger, and its own "hangar"—for less than a hundred bucks. Add the fact that you can buy one that flies like a champ, is a great trainer, but is still fun to fly after you have learned the basics.

The same has been true in camera technology. Little "spy cameras" that weigh next to nothing can be mounted to an airplane and capture video from aloft. I flew around the area with one and captured some awesome

video during this year's amazing fall colors.

<http://www.lite.facebook.com/photo.php?v=10150368253012502&set=vb.676632501&type=2&theater>

While the Piper Super Cub may be the typical Alaskan "bush plane," when it comes to getting into the model airplane hobby the Hobbyzone Champ is hard to beat. It is available at several places on the Internet for \$89.95 delivered. Everything needed for a successful flight is included in the box. The box serves as a "hangar" for the completed model in case storage space is at a premium. The plane has a wingspan of 20" and only weighs 1.3 ounces. It is powered by a tiny one-cell lithium-poly-

mer battery that provides about 5-6 minutes of flying time between charges. A charger is included in the package.

Aside from the fact that the Champ makes a great trainer, it has several other attributes that make it an ideal first-airplane. It is easy to repair. The light weight means it is not easily damaged, but even if it is, a little glue and clear tape usually gets it back into the air in short order.

It doesn't need a huge area to fly in. The Champ can fly very slow, which makes it easy to fly in smaller spaces. Careful though, open the throttle and the little bird will be a speck in the sky in no time! And it can perform mild acrobatics such as

loops and rolls once one gains experience. The Champ can be flown from wheels if you have a smooth surface to take off and land. Even in grass, like our meadow that I fly from, it can be hand launched and plopped down in the grass. The landing gear is easily removable if so desired.

There are plenty of "mods" for this popular plane also. I recently installed a set of LED lights on mine for flying in the late evening. The lights make it easy to control the airplane. For me the limiting factor is, "can I see the ground?"

If you have a lake or pond nearby, the Champ can be put on floats. I got my floats just in time to try it out at Long Lake

before winter set in for good. <http://vimeo.com/30814514> My friend Jim Kreblin drove the boat and I flew the plane alongside! Now that we have snow on the ground the floats serve as skis as well.

My friend Kaylin Moffitt has also been active in the radio control hobby and not only flies airplanes but also builds RC cars and 4-wheelers. I think maybe bulldozers, too!

I just saw some photos of an RC snowmachine! I am thinking of perhaps building a radio-controlled "rescue boat" to have handy when flying the Champ on floats in case of emergencies!

New Microwave Pathway Expands Communication Options Along McCarthy Road and in McCarthy and Kennecott

MCCARTHY—

Copper Valley Telecom opened the communications pathway along its new microwave system this week and announced that customers in McCarthy and Kennecott now have access to faster Internet speeds, improved call quality, and increased phone and Internet reliability.

"We have extended wireless service along the McCarthy Road and enhanced service in the McCarthy and Kennecott areas. With the completion of this project, all of Copper Valley's exchanges now have terrestrial connectivity by either fiber optic cable or microwave. This helps us provide advanced services to all of our customers," said Dave

Dengel, CEO of Copper Valley Telecom.

The system consists of several new towers and microwave radios at Gilahina Butte, Lakina, Sourdough Ridge, and McCarthy installed during the 2011 summer season. "The system actually begins in Chitina where the microwave equipment is interconnected with our fiber optic network," said the company's COO, Jim Gifford. "Several years ago, we ran fiber optic lines all the way from the Richardson Highway to Chitina. That project improved communications in Chitina similar to the way this new microwave path will benefit McCarthy and Kennecott residents."

McCarthy and Kennecott residents who use CVW's cellular phones will experience an immediate improvement in call quality and reliability for local and outgoing long distance calls as these calls will be routed over the new microwave path. Gifford continued, "Because AT&T continues to use satellite connections for all long distance service to and from McCarthy, all CVTC fixed telephone service toll calls will continue to experience the voice delay and service issues related to satellite based services."

Up until now, residents in McCarthy and Kennecott have been limited to slow Internet speeds due to the limits of satellite connections. With CVT's

(continued on page 20)

Dip netting dilemma:

Alaska Supreme Court hears subsistence arguments about fishery in Fairbanks

BY TIM MOWREY
FAIRBANKS —

The Alaska Supreme Court heard arguments Monday in the ongoing legal battle about whether Chitina dip-netters should be classified as subsistence fishermen.

The Chitina Dipnetters Association and Alaska Fish and Wildlife Conservation Fund are appealing a 2010 decision made by the Alaska Board of Fisheries that kept dip-netters who scoop salmon out of the Copper River classified as personal-use fishermen. That decision followed an order by a Fairbanks Superior Court judge for the Board of Fisheries to better define the term “subsistence way of life.”

The two groups are asking the Supreme Court to throw out a 1982 regulation that established eight criteria the board used in making customary and traditional use findings, the basis for determining subsistence use under state law in Alaska.

A subsistence designation would give dip-netters a higher priority than commercial fishermen when fishing is restricted. Commercial fishermen catch an average of 1.6 million Copper River salmon each year while dip-netters catch about 100,000.

Fairbanks attorney Mike Kramer, who is representing the Chitina Dipnetters Association and Alaska Fish and Wildlife Conservation Fund, told the Supreme Court the eight criteria all but ensure a rural subsistence priority, which the court has ruled is unconstitutional. The

eight criteria create a “de facto rural preference,” he said.

“The state subsistence law, we believe, adequately and fully addressed the two things necessary to define subsistence — a customary and traditional finding and subsistence uses,” said Kramer. “We are asking the court to not only strike the eight criteria but direct the board to come up with a positive finding of customary and traditional use for Copper River salmon at Chitina.”

The eight criteria were created in 1982 after the Board of Fisheries voted in 1999 to classify Chitina dip-netters as subsistence users. The board reversed that decision in 2003 as a result of a study by the state Division of Subsistence that compared subsistence users instead of uses, Kramer said. He argued the Board of Fisheries must look at the long-term historical use of a resource to determine whether it meets the definition of subsistence, not the people who are using it.

“You don’t look at who’s got a dip net in the river,” Kramer said. “It’s the long-term, historical use of a resource. Has that stock of salmon been classified as customary and traditional.”

In the case of the Copper River, the only difference between personal-use and subsistence fishermen at Chitina is where they fish, Kramer noted. People who fish upstream from the McCarthy Road bridge are classified as subsistence, while dip-netters who fish below the

bridge are designated as personal use.

The study, which was commissioned and funded by the Federal Subsistence Board, was “skewed” because it compared randomly selected dip-netters with hand-picked, rural subsistence users who lived near Chitina and fit the eight criteria established by the Board of Fisheries, Kramer said.

Arguing for the state, Lance Nelson, assistant attorney general for the Department of Law, acknowledged the question about whether dip-netters should be classified as subsistence users is “a close call that could go either way.” But Nelson said it’s the board’s decision to make, not the court’s.

“The board is the one the Legislature invested the authority in to make those judgment calls,” Nelson said. “The real question in this case is will there continue to be a meaningful subsistence way of life in Alaska based on true subsistence use.”

Granting Chitina dip-netters a subsistence priority would create a “diluted preference” that would open the door to other dissatisfied groups to claim a subsistence priority when none exists.

“There is no de facto rural preference in play here,” Nelson said.

CRITERIA

Here are the eight criteria currently used by the Alaska Board of Game and Alaska Board of Fisheries to identify the use of

fish stocks or game populations as customary and traditional, for purposes of deciding which uses are subsistence:

1) A long-term consistent pattern of noncommercial taking, use, and reliance on the fish stock or game population that has been established over a reasonable period of time of not less than one generation, excluding interruption by circumstances beyond the user's control, such as the unavailability of the fish or game caused by migratory patterns;

2) A pattern of taking or use recurring in specific seasons of each year;

3) A pattern of taking or use consisting of methods and means of harvest that are characterized by efficiency and economy of effort and cost;

4) The area in which the non-commercial, long-term, and consistent pattern of taking use and reliance upon the fish stock or game population has been established.

5) A means of handling, preparing, preserving and storing fish or game that has been traditionally used by past generations, but not excluding recent technological advances where appropriate;

6) A pattern of taking or use that includes the handing down

of knowledge of fishing or hunting skills, values and lore from generation to generation;

7) A pattern of taking, use and reliance where the harvest effort or products of that harvest are distributed or shared, including customary trade, barter and gift giving;

8) A pattern that includes taking, use and reliance for subsistence purposes upon a wide diversity of fish and game resources and that provides substantial economic, cultural, social and nutritional elements of the subsistence way of life.

Editor's note: This story originally appeared in the Fairbanks Daily News Miner December Dec 5, 2011. Used by permission

Charles Ricci

March 17, 1910 - September 25, 2011

Anchorage resident Charles "Charlie" Ricci died September 25, 2011, at the Anchorage Pioneer Home. A funeral was held on October 1 at the Lutheran Church of Hope, 1847 W. Northern Lights Blvd., Anchorage. A reception followed at the church.

Charlie was born in Denver, Colorado. He worked in a bakery in Fort Collins, eventually going into the bakery business. When the war was on he entered the Army where he volunteered for cooking school and spent three years in England cooking for an officer's mess at a hospital. Following Army service he sent for a girl he had met in England to come to the Oregon coast. They married and came to Alaska in 1947, the first year the Alcan Highway was opened. They lived in a tent early on and then bought 3 lots on Lois

Drive where he built his house. In 1955 he built a lodge on a hill looking down on the Bird House along the Seward Highway. He called it Bird Creek Lodge and later became known as Jolly-Vi's, and then Benny's Mexican Paradise.

In 1970, he married Inger Watsjold, who was born in Kennebec, and had raised a family in Seward.

Charlie was a civil service maintenance man on the military bases prior to his retirement. They both loved the outdoors and went on many adventures in Alaska and abroad. They hiked the Chilkoot Trail together. Charlie loved to garden and spent countless hours in his greenhouse and beautiful yard. Charlie was a long time sheep hunter and 30 year assistant guide in the Wrangell's, and bagged his last sheep at age 80. He was also very active in the Civil

Air Patrol having chalked up over a thousand hours as an observer for missing planes. He was a member of the Pioneers of Alaska, and the Prospectors Club. Charlie and Inger moved into the Anchorage Pioneer Home in spring 2010. The family wants to thank all staff at the Pioneer Home who were so kind and caring.

He is survived by his wife, Inger Ricci; sister Mary Jackson of Loveland Co; nieces Rosalie Ricci, Ann Heimicke, Sharon Nodine, and Karen Golden; stepsons Stanley Watsjold, David Watsjold, and stepdaughter Linda Brown; and numerous step-grand-children and great-grand-children.

In lieu of flowers, the family asked that donations be made to the Lutheran Church of Hope, 1847 W. Northern Lights Blvd, Anchorage, AK. 99517 or the Alaska Wing CAP, PO Box 6014, Anchorage, AK. 99506.

The McCarthy Weekly News

1921 January & February editions

LOCAL NEWS

Mr. and Mrs. Fred Cope and niece, Molly McDonnell, are leaving on Monday for Cordova, where they will spend a year. It is with very much regret that we see these residents leave as they have been here since stampede days and have been always active in the town's interests. A farewell party will be held at the A.B. Hall tomorrow, Sunday evening, to bid Mr. and Mrs. Cope and Molly goodbye. Every one is invited to attend, and a lunch will be served by the ladies.

Dan Pearson, who successfully underwent an operation for appendicitis last week at Kennecott hospital, was visiting McCarthy friends yesterday.

The Lattin building on Barrett Way, has been re-opened by Sam Seltenreich as a butcher shop, where he sells everything that grows a hoof or wags a fin.

Mrs. Wells and family have moved to the Lubbe apartment above the Post Office.

Mrs. F. Ahrens, with Louise, Margaret and the new baby Marie, returned home on Christmas Eve; her father, Mr. Sylvester, accompanied them and will make his home here.

CHRISTMAS CELEBRATION

The Children's Entertainment last Friday was a huge success in every way; the children rendered an excellent program, then welcomed Santa Claus, the part ably taken by Frank Iverson, who dispensed gifts and goodies to all.

NOTICE

Having taken over the interest of my partner, Chris Radovich, the Golden Hotel will hereafter be conducted by me, and I assume all liabilities. Thanking you and hoping for your further patronage. James Hussey

ARCTIC BROTHERHOOD CAMP

32

All A.B. members are requested to attend an important meeting at the

Barrett residence next Thursday at 8 p.m.

A petition is now in circulation to secure a much needed wagon road to Long Lake.

January 1

LOCAL NEWS

The bachelors of McCarthy are going to spring one on the ladies by supplying the refreshments at the Masque Ball. Al Doze says he can make a better cake than H. Mitchell and warranted free from sawdust. George Andersen threatens to go one better, making a 3 layer cake on the 15th, winning the dog race on the 16th and collecting the prize money amounting to three hundred dollars, on the 17th.

Mrs. Wills has accepted a position at the Golden.

Mr. and Mrs. Nels Tjosevig, Mr. and Mrs. J.P. Hubrick and Mr. and Mrs. Harry Kavanaugh were the guests of the U.S. Commissioner Charles Sponberg to a theater party at Kennecott last Sunday evening.

Mr. and Mrs. Roy Snyder have taken a lease on the rooms above the Merchants Café.

January 8

A.B. 5th ANNUAL MASQUE BALL

\$150 in prizes

SATURDAY January 15th

Best Dressed Gent, One pair of Florsheim Shoes, presented by McCarthy Mercantile Co.

Best dressed lady, Handsome silk gloves and handkerchief box filled with candy presented by McCarthy Drug Store.

Most Original character (man) \$5.00 Alaskan Pool Hall.

Most Original character (lady) 5 lb. box chocolate Golden Hotel

Best sustained character either sex. Chicken dinner for two, Snyder's restaurant.

Best Impersonator lady, azurite ear screws, J.P. Hubrick

Best Clown \$5.00 Billy Slimpert.

Best Patriotic Costume \$5.00 Miners Meat Market

Most Comical Character \$5.00 McCarthy Garage

Best Colored Man, one year's subscription to McCarthy News

Best Colored woman, nice dressed goose McCarthy Meat Market

Best old lady, box handkerchiefs Mrs. Cole

Booby prize "Mystery" Alaskan Barber Shop

Prize Waltz \$10 Arctic Brotherhood

Best Ballet Girl, pair silk hose Post Office Store

Dancing will commence at 8:30 sharp, and the Grand March and unmasking will take place at 10 p.m. A lunch will be served during the evening, provided by the bachelors.

January 8

LOCAL NEWS

Deputy Marshal Cavanaugh made a trip to Long Lake this week to attach some farm implements which are involved in a Court case which comes up for hearing next week.

The donations of cakes made by the bachelors for the lunch at the masquerade, were a big factor toward its success and were greatly enjoyed by all.

Having secured a lease on the Merchant's Cafe and building, the Snyders are moving in today.

The downstairs portion is being remodeled, and a commodious lobby and restaurant arranged for the comfort of guests.

January 22

LOCAL NEWS

Ed Young, the local game warden, spent several days in this vicinity this week on business connected with his office, returning to his home at Chitina on today's train.

Word was received at this office of a severe snow slide at the Hubbard & Elliott mines, Kotsina; and that one of the employees narrowly escaped. He was carried down over two thousand feet.

The Golden Cafe, which has been closed for nearly a year, was reopened this week under new management, Mrs. Marshall whose reputation as a fine cook is well known, being the new proprietress.

Fred Overlander and Al Fagerberg returned to their farm at Long Lake on this morning's train.

As soon as the road to Long Lake is placed on the estimates, Frank Iver-son is going to buy an automobile.

The Merchants Restaurant is now known as the Alaska House and Café.

SMALL TOWN STUFF

The days are getting longer and longer, prices are going lower and lower which makes one's spirits go higher and higher. New business houses have opened up during the past week the owners realizing that it will pay to get in on the ground floor, as the old timers who are now on the Outside, are like the birds, ready to fly Northwards in the Spring.

The Kennecott Amusement Co. has added a five piece orchestra to their Movie Show which is quite a success at the Copper Camp and is also giving our movie fans in McCarthy a chance to hear some music, to say nothing about the beautiful moonlight drive to the camp and back. When one has to reserve his seat a week ahead for the transportation, it speaks for itself.

January 29

PERSONAL

Johnny Nelson, the genial manager of the Chitina Cash Store was a visitor to McCarthy this week. To a representative of the News Mr. Nelson stated that he intends to enter the mining game this coming season, as he owns a third interest in a valuable placer property on White creek which is a tributary of well known Valdez Creek. Mr. Monahan is associated with him in the enterprise, and both feel that by giving their personal attention to mining these large alluvial deposits, they will make a great financial success.

Mr. Martin Fry left on Tuesday's train enroute for San Francisco where he will join his family. He has sixty days leave.

A handsome set of sheep horns has been presented to the Golden Hotel by Colonel Stevenson.

Very fine photographs of the dog race were taken last Wednesday by Mr. Hubrick, who now has them on sale at his store.

The new residence which Mr. Tjosevig is building on Second Street, is almost complete and they expect to move into their new home this month.

February 5

PERSONAL

Our old friend Bill McKay who left here last summer on one of his long prospecting trips, has reached Dawson, and the following paragraph taken from a Dawson newspaper shows he is still going strong.

"W.F. McKay arrived in Dawson from Wood Chopper Creek, Alaska, where he spent about a month looking over the neighboring rivers and creeks. Mr. McKay is a husky old timer of the year '97 who can strike out for a long trip on the trail without thinking twice on the matter.

He rushed from Wood Chopper to Eagle and from there took Percy De Wolfe's stage to Dawson. McKay has been pretty well all over the Northland, spending a number of years here and in Chisana, also putting in considerable time at Kennecott, 195 miles from the Alaskan coast with Cordova as the railroad terminals. Mr. McKay says that some of the biggest copper mines in the world are in Kennecott. Six hundred men are employed.

Alex Lesperance is going to hold onto OLD TIMER McKAY until the next meeting of the Yukon Order of Pioneers when he will put him up, he says and he "won't let him get away from the masque ball either."

SAD DEATH OF OSCAR HANSEN

At the Bonanza Mine last Saturday, Oscar Hansen of Nizina, who had been employed there but a short time, fell down a stope over a hundred feet and was so seriously injured that he died on Thursday the 10th. He was an owner of property at Rex Creek and

Chittistone with Carl Anderson. Deceased was thirty six years of age, a native of Norway, where his mother still resides. He was well beloved by the entire community, who, with his partner mourn his loss.

MCCARTHY ATHLETIC CLUB

"All work and no play, makes Jack a dull boy." This is the opinion of a large number of citizens of McCarthy, who met on Thursday evening to discuss the formation of an Athletic Club.

Twenty members were enrolled, and the following officers elected:

President, Robert Williams

Secretary Mrs. O'Neill

Treasurer Roy Snyder

Trustees, W.M. Goodwin two year term. Mrs. Cole one year term, Jas Hussey, half year term.

Membership committee. Messrs. Snyder, Conway, O'Neill. Ladies committee, Mesdames Williams, Snyder and Cole.

Very interesting talks were given by Messrs. Williams and Slimpert on the subject. Initiation fees were fixed at two dollars, irrespective of dues, ladies free.

Arrangements are being made to lease the A.B. Hall, where all kinds of indoor sports can be enjoyed.

A business meeting will be held tonight in the Heney building, the use of which George Andersen has again kindly donated.

It is up to every man and woman in town to be there.

February 12

PERSONAL

Our old friend Eric Danielson, who left here last spring on a visit to Norway, writes that he is now located there and is teaching English at a school in Folkstad.

Mr. and Mrs. O'Neill have gone on a skiing trip to the river today.

Mrs. Radavan rushed into town this week, then turned around and rushed right out again.

Mr. and Mrs. LeGrande of Seattle announce the arrival of a daughter (Helen) on December 30th.

Mrs. LeGrande was formerly Miss Marie Lattin.

February 19

Flying machines for the dirty, dull and dangerous

BY NED ROZELL

Some places in this world are just too dirty, dull or dangerous for human pilots to fly. An airspace in the latter category is anywhere near gas flares in Alaska's oilfields. With only a few seconds of warning, flames blast high in the air from a network of pipes, releasing the stress of sucking oil from deep in the ground.

Greg Walker recently found himself taking a look at these fire-breathing nozzles near Prudhoe Bay, but he was barely close enough to see them from where he stood. He instead watched a "flying king crab" that buzzed around flaming flare heads 50 feet above the ground. The 2.5-pound flying machine captured video and five-megapixel images of the flares and their support pipes, some of them jacked by frost and needing repair.

Walker's mission was to help oil-company workers for BP order expensive parts they need to replace during scheduled maintenance next summer. He used one of BP's Aeryon Scouts, a four-propeller flying machine BP had purchased for use on the Deepwater Horizon oil spill. BP collaborated with Walker and his team because they are experts on operating unmanned aerial vehicles.

As the manager of Poker Flat Research Range, part of University of Alaska Fairbanks' Geophysical Institute, Walker is assembling a fleet of these tools in an enterprise that makes he and his team very busy.

After visiting Prudhoe Bay to inspect BP's flares, Walker was off to Kodiak to fly the Scout over the shoreline. He wants to use the flyers to see how harbor seals react to launches from a rocket facility on Kodiak Island. This is after a summer in which he and his crew traveled to Prince William Sound to test the Scout's ability to buzz over beaches to help crews plan oil spill cleanups, and out to Dutch Harbor to see how effective a larger, fixed-wing flying machine was for mapping gatherings of Steller sea lions.

The unmanned aerial vehicle business is on the rise in Alaska, as more agencies come to UAF to work with Walker and his crew at Poker Flat. The university now owns nine Scan Eagles — 40-pound aircraft the size of California condors that the crew has used to map the boundaries of smoky wildfires and to count seals in the Bering Sea — two of the lunar-lander type Scouts, two similar models with more propellers than the Scouts, and three smaller aircraft launched by catapult.

Two summers ago, Walker and Don Hampton spent a month aboard a ship with biologists who were looking for seals that live on and around the northern ice. Walker and Hampton flew missions with a camera they installed in the aircraft's nose. The camera captured more than 25,000 images, often on days that featured crummy weather, which underscored the Alaska niche for unmanned aerial vehicles.

"It's hazardous to put humans out there," Walker said. "If you're out there (in a small airplane or helicopter) hundreds of miles from land, 400 feet altitude, if you have any problems at all, you're dead."

Walker, who ran his own company that designed and made control systems for unmanned aircraft before coming to Alaska in 1998, said the opportunities keep coming for his team, which includes Hampton, David Giessel, Kathe Rich, Ro Bailey and Jeff Rothman. During the next couple of years they will use unmanned flying machines to help sea-ice researchers, to sample volcanic ash and to monitor endangered Steller sea lions in the western Aleutians.

"The more you show the capability of these things, the more people come up with needs for them," Walker said.

This column is provided as a public service by the Geophysical Institute, University of Alaska Fairbanks, in cooperation with the UAF research community. Ned Rozell is a science writer at the institute.

"The Wright Brothers created the single greatest cultural force since the invention of writing. The airplane became the first World Wide Web, bringing people, languages, ideas, and values together." ~Bill Gates

from his cabin, he was able to hear the phone ringing. Unfortunately for Mark, I wasn't calling to tell him he had won a sweepstake, just looking for an item of interest! He never seems to mind and always has an item or two or three of interest to freely share.

Since Mark isn't leaving his cabin this winter for work in the big city of Anchorage, he is, like the Bays, enjoying the quiet in his neck-of-the-woods. Feeding his flock of 20 Pine Grosbeaks, is a must pastime and describes even the loss of one of these fine feathered visitors to his bird feeder. The other day he noticed the tell tale sign of a fatality at the feed-

er—a pile of feathers! He suspects a hawk is also in the neighborhood.

A special treat for Mark this winter is the newly-installed wood stove that he managed to get in place after our last cold spell ended. The original stove was more than ready to be replaced, says Mark. He is thankful for its many years of service, but the new stove is much more efficient. The stove weighs in at 375 lbs. which made moving it quite a chore. He purchased the stove from Wenger's Country Store in Kenny Lake, he says, about a year ago. With the help of neighbor Jim Kreblin, they were able to bring it in this last

spring. Little by little the stove inched its way closer to its final resting place.

He built a tile hearth for it to sit on and now has plans to create a heat shield for the back of the stove by using a variety of artistic tiles he has on hand. Also on his list of to-do's is to continue his firewood detail. Much of the supply he has on hand needs to be trimmed a couple inches to better fit his new stove and there is a stand of beetle-kill trees nearby that needs harvesting. The list goes on and Mark like many of the local folks, just doesn't have time to get bored!

Book Review—*Wrangell*

BY BONNIE KENYON

A history of Wrangell, Alaska, is revealed in a new book published by Arcadia Publishing's *Images of America* series. The author, Bonnie Demerjian, is a long-time Alaska resident. She moved to Wrangell as a teacher in 1977. After retiring, the author began a second career in writing.

The book is full of more than 200 vintage photographs along with a narrative telling the story of Wrangell's history, dating back to the early 1800s.

Wrangell is named after Baron Ferdinand von Wrangell of the Russian American Company, who was charged with extending Russia's fur trade into Southeast Alaska. He ordered a fort to be established in 1833 on Wrangell Island near the mouth of the Stikine River. The Stikine Tlingit Indians, who were scattered in villages nearby, moved closer to take advantage of fur trading opportunities.

In 1839 the fort passed into the hands of the British Hudson's

Bay Company. With the purchase of Alaska in 1867, the need was urgent to enforce the United States' presence in its recently acquired territory. An American fort was built which the US Army occupied during a series of gold rushes ending with the Klondike Rush in 1898.

Wrangell began to grow beyond its boom-and-bust origins during the 20th century becoming a thriving hub for lumber, fishing and mining, as well as the tourist industry.

The Wrangell Museum and the personal collection of Mike and Carolyn Nore contribute a rich and varied selection of photographs documenting this robust southeaster Alaskan town. The author's proceeds from the sale of this book go to the Friends of the Museum.

Bonnie Demerjian wrote for the *Wrangell Sentinel* and other regional publications before beginning her first book on the historic Stikine River. She has authored two books on Southeast Alaska called: *Roll On! Discovering the*

Wild Stikine River and *Anan: Stream of Living Water*.

The research for these books included interviews with many of the town's old-timers, which stirred her interest in Wrangell's history. She hopes that her latest book, *Wrangell*, will expand readers' appreciation for the importance this town has played in Alaska's heritage and that Wrangell residents will see their town with new eyes. "I hope this book will encourage others to preserve their material and oral history for posterity."

Arcadia Publishing is the leading publisher of local and regional history in the United States. Their mission is to make history accessible and meaningful through the publication of books on the heritage of America's people and places.

Wrangell sells for \$21.99 and is available at local retailers, online bookstores, or through Arcadia Publishing at www.arcadiapublishing.com or (888) 313-2665. The book is 128 pages and is in softcover.

Nabesna Off Road Vehicle Management Plan and Final EIS update

BY BONNIE KENYON

The Final Environmental Impact Statement (EIS) for the Nabesna Off Road Vehicle Management Plan came out in August 2011. The EIS is posted on the Planning Environment and Public Comment (PEPC) website at <http://parkplanning.nps.gov> and on the Wrangell-St. Elias National Park and Preserve website at <http://www.nps.gov/wrst>. Hard copies are available and may be requested from the Project Manager, Bruce Rogers, Wrangell-St. Elias National Park/Preserve, PO Box 439, Copper Center, AK. 99573 or by calling 907-822-7276.

The Department of Interior, National Park Service (NPS) published a notice in the Federal Registry on August 23rd, announcing the release of the Final Environmental Impact

Statement. This notice officially begins a 30-day waiting period before the Record of Decision (ROD) can be issued.

The ROD is the decision document for an EIS and describes the agencies decision and rationale for it.

In an e-mail dated December 13th, Bruce Rogers, Project Manager, writes: "The Record of Decision has been completed, reviewed, edited and re-edited, but still not signed by the Regional Director. It should literally happen any day now. As it stands, the ROD, when signed would adopt Alternative 6 from the Final EIS. In a nutshell, it improves trails, permits recreational ORV use on improved trails in the national preserve, and continues to allow ORV use in support of subsistence and access to inholdings. ORV use on unimproved trails will be monitored."

The Citizens' Advisory Commission on Federal Areas (CACFA) is watching with concern over what they describe as "last minute changes" to the plan that could "close the entire park area within the Nabesna District to non-subsistence off-road vehicle use."

Stanley Leaphart, Executive Director for CACFA, in a letter dated September 30, 2011, to Acting Superintendent Elwood Lynn reveals the commission's concerns: "We are seriously disappointed that the National Park Service has effectively undermined the open, cooperative and impartial process diligently followed by the Project Manager and the Wrangell-St. Elias staff throughout this planning effort by making this eleventh hour change in its preferred alternative. (Alternative 6)

(Editor's Note: We plan on covering the final outcome of the Record of Decision and Alternative in the next issue of the *Wrangell St. Elias News*.)

Microwave system (continued from page 13)

new microwave system, 3G EV-DO wireless data with speeds in excess of 1.5 MBPS is now available in McCarthy and Kennecott, along the McCarthy Road, and in the May Creek and Dan Creek areas. "The 3G speeds we now provide are equivalent to those our DSL customers enjoy," Dengel said.

In addition to home or business-based services such as telephone and Internet, Copper Valley has installed other enhancements to the communication network that will benefit McCarthy area residents and visitors.

A new public WIFI hotspot has been turned on in downtown McCarthy. Individuals with a WIFI-equipped device (such as a smart phone, tablet, or laptop computer) may access the Internet using this hotspot by logging on and paying a daily, weekly, or monthly fee. "We think this WIFI expands the options a person who is living or visiting McCarthy has for getting on-line to do business, stay in touch with family and friends, or just surf the web," Dengel emphasized.

Two new cell sites have also been added to Copper Valley's extensive network of Prince William Sound and Copper Valley

region cell towers. These towers, located at Cannon Hill above Chitina and Gilahina Butte (about half way between Chitina & McCarthy), provide additional coverage for people living on and traveling along the McCarthy Road.

CVT installed new weather cameras at each of the cell sites. Pictures are updated every 15 minutes and members of the public may see the images on line at CVT's website, www.cvtc.org. New web cams are located at Chitina's Cannon Hill, Gilahina Butte, Lakina, and Sourdough Ridge.

Dengel noted, "Our customer service staff is contacting residents now to inform them about their options and will be making several trips to McCarthy this

spring to provide additional assistance and education for seasonal residents."

Copper Valley's microwave system was funded by the Ameri-

can Reinvestment and Recovery Act's Broadband Initiatives Program.

Park service modifies Proposed Action for the Kennecott Operations Plan

BY BONNIE KENYON

On October 12th and 13th, the staff at Wrangell-St. Elias National Park, met to review public comments on the Kennecott Operations Plan and to modify the proposed action based on those comments. Included in the comments was a response by the McCarthy Area Council's (MAC) subcommittee, also referred to as MACs "re-write."

A revised version of the Proposed Action was released to the public the first of December. It incorporates some of the comments and re-write proposed by MAC. According to Bruce Rogers, Planner for the Wrangell-St. Elias National Park/Preserve, the new document is going out to all individuals and groups who commented on the project. If for some reason, you did not receive your copy you may contact Bruce at Bruce.Rogers@nps.gov or at 907-822-7276.

In a letter addressed to MAC, dated November 30th, (then) Acting Superintendent Eric Veach thanked the council for "providing the re-write of the Kennecott Operation's Plan proposed action package. I appreciate the

time that the MAC sub-committee spent in developing the re-write. The staff at Wrangell-St. Elias National Park and Preserve is committed to a partnership with the community and open dialogue about all facets of management at the Kennecott Mines National Historic Landmark (NHL)."

Emphasizing that the revised document is NOT the Kennecott Operations Plan but a representation of a National Park Service (NPS) proposal on how to manage the NHL for the next 10-15 years, in partnership with the McCarthy/Kennecott community. "Based on public comments and the need to highlight certain issues, we will now develop management alternatives. Alternatives will be developed around varying degrees of historic building preservation, different trail development scenarios, development of NPS utilities and infrastructure, and different approaches to managing motorized use. We do not intend to develop alternatives around the described goal statements or protocols for communications or local hire. Management alternatives will then be described and their effects discussed in an Environmental Assessment, a pub-

lic-review version of which will be available for public comment this spring. Based on a consideration of environmental effects and public comment, elements of the proposed action and/or alternatives that will result in the Kennecott Operations Plan will be described in a Decision Record/Finding of No Significant Impact."

Most of the portions of the MAC re-write were incorporated. Those that were omitted are explained in detail in the letter of November 30th.

In order to move the planning process along, WRST and Regional Office staff will next be developing an Environmental Assessment, utilizing the goals, protocols, and proposals described in the revised document. Summarizing his letter to MAC, Veach writes, "In the interest of maintaining an open dialogue with the community regarding these important issues, I welcome comments on the modified Proposed Action for Management of Kennecott Mines National Historic Landmark."

If you wish to submit comments, you can e-mail Bruce Rogers by January 1, 2012.

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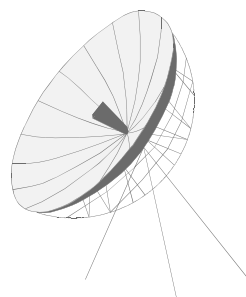
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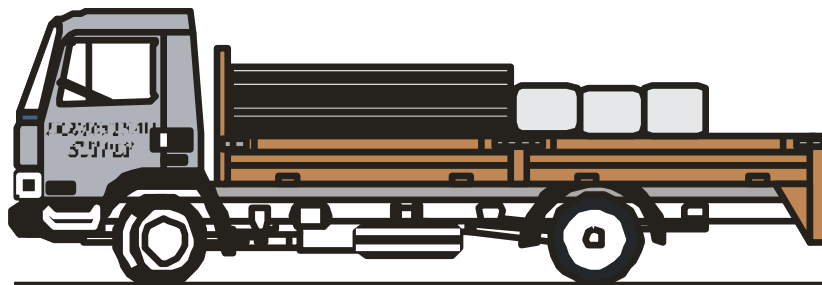
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Cooking with Peggy

BY PEGGY GUNTIS

Hi All You Food Lovers! I'm back in Tucson but have some wonderful recipes for you from the folks in McCarthy. I had such a great response from them last summer that I can share more with you in this issue and others to follow. As I'm writing this, it is early November and I'm busy thinking about Thanksgiving. I know you don't get the paper until after the holidays but fortunately no matter how much we eat in November and December we still want to eat in January and February and!

First let me give you one from Audrey Edwards. She gave me several that I will try to share with you over future issues. Audrey and her husband, Jim are full-time residents of McCarthy. They often travel some during the winter but their permanent home is right there in McCarthy. If you remember reading in the September/October issue, Audrey and Jim, members of a group called Servas, hosted Danny the Piano Man and his dog, Mo, this summer. What fun we had! Audrey gave me two recipes that are for ham and since so many of us seem to never quite get our fill of ham no matter which way it's fixed, I thought I would pass along one I'm planning to serve to the family this spring.

STUFFED HAM WITH RAISIN SAUCE

(makes about 12-14 servings)

1 boneless fully-cooked ham (6 to 7 lbs.)

STUFFING:

1 large onion, chopped
 ¼ cup butter, cubed
 2 cups corn bread stuffing mix
 1 ½ cups chopped pecans, toasted
 ½ cup minced fresh parsley
 ¼ cup egg substitute
 2 tablespoons prepared mustard

RAISIN SAUCE:

½ cup packed brown sugar
 2 tablespoons all-purpose flour
 ½ teaspoon ground mustard
 ½ cup raisins
 1 ½ cups water
 ¼ cup cider vinegar

In a skillet, sauté onion in butter until tender. In a large bowl, combine the next five ingredients. Stir in the onion and set aside.

Using a sharp knife and beginning at one end of the ham, carefully cut a 2 ½ inch circle about 6 inches deep; remove the cutout. Cut a 1 ½ inch slice from the end of the removed piece and set aside. Continue cutting a 2 ½ inch tunnel halfway through the ham, using a spoon to remove the ham pieces (save them for the recipe I'm going to give you the next time!). Repeat from the opposite end, until a tunnel has been cut through the ham. Stuff the ham with the stuffing mixture you have set aside. Cover the end openings with the reserved ham slices. Place in a shallow roasting pan.

Bake uncovered at 325 degrees for about 1 ¼ hours.

In a small saucepan, combine ½ cup honey and 2 tablespoons

orange juice concentrate and cook and stir for about 1-2 minutes until blended. Brush over the ham. Bake 30 minutes longer or until a meat thermometer reads 140 degrees.

For the sauce, combine the brown sugar, flour, mustard, and raisins in a saucepan. Gradually add water and vinegar. Bring to a boil; cook and stir for 1-2 minutes or until thickened. Serve with the ham.

Tamara Harper has given me one that sounds absolutely delicious. If you remember, in the September 2010 issue I gave you a wonderful one from Tamara for Rhubarb bread. This one sounds just as wonderful. To reintroduce you to Tamara, she and her husband, Stephens, have lived in McCarthy for about 12 years. Stephens has worked for the NPS here for 8 years and this summer Tamara worked for the McCarthy Center Store; she was also the MAC (McCarthy Area Council) secretary as well as being half of the outhouse cleaning staff. She loves to garden, cook, bird watch, berry pick, work on restoring their cabins and hike. And in her spare time.....! This month Tamara has given us one using "stuff" from her garden. She says it's good for dinner or a hearty breakfast and on top of that it's also good for gluten intolerance.

CAULIFLOWER-CHEESE PIE

Crust:

2 cups packed, grated raw potato
 ¼ cup grated onion

½ teaspoon salt
 1 egg or egg white, lightly beaten
 Bit of flour
 Little oil

Filling:

1 tablespoon olive oil or butter
 1 cup chopped onion
 2 or more garlic cloves, minced
 ½ teaspoon salt
 Black pepper to taste
 ½ teaspoon or more basil
 ¼ teaspoon thyme
 1 medium cauliflower, in small pieces
 2 eggs
 ¼ cup milk
 1 cup packed grated cheddar cheese
 Paprika

(Note: Tamara says she also adds or substitutes whatever she has in the garden—shredded greens; kale, chard, spinach, collards, or beet greens and she tries more and different herbs.)

Preheat the oven to 400 degrees and oil a 9-inch pie plate.

Combine the grated potato, onion, salt and egg/egg white in a small bowl and mix well. Transfer to a pie plate and pat into place with lightly floured fingers, building up the sides to a nice edge.

Bake for 30 minutes, then brush the crust with a little olive oil and bake it 10 more minutes. Remove from the oven, turn the temperature down to 375. In preparing the filling, heat the olive oil or butter in a large skillet. Add chopped onion, garlic, salt, pepper, herbs, and sauté over medium heat for about 5 minutes. Add the cauliflower and any other veggies or greens; stir, cover. Cook until tender, stirring occasionally, about 8-10 min-

utes. Spread half the cheese onto the baked potato crust, spoon sautéed veggie mixture on top, then sprinkle on the remaining cheese. Beat the eggs and milk together, and pour over the top. Dust with paprika. Bake another 35-40 minutes, until set and golden. Serve hot or warm.

I just “happened!” to buy a cauliflower this week, Tamara, think we’ll have this for dinner.

Michelle Casey has a home in McCarthy but has been living in Valdez a good bit of the time during the last few years. Her daughter Tracey and son Carl are off on their own now and she was planning to move back to McCarthy but has decided to go to Washington to help her parents for a while. When I was here this summer she told me that for a while she was lead cook at the Prince William Sound Café. She heard that molasses had some great nutritional benefits so she ordered one gallon. There was a mix up and because freight was out a couple of weeks, when it arrived she had TWO gallons of molasses! Then, she decided to switch jobs and was offered BOTH gallons for her own personal use!

She took them and immediately had to come up with a bunch of recipes. Here’s one that is delicious and may remind you of your grandma’s candy.

OLD FASHIONED MOLASSES CANDY

3 tablespoons butter (no substitutes), softened, divided
 1 cup sugar
 ¾ cup light corn syrup
 2 teaspoons cider vinegar
 ¾ cup molasses
 ¼ teaspoon baking soda

1. Grease a 15-inch x 10-inch x 1-inch pan with 2 tablespoons butter; set aside. In a heavy saucepan, combine sugar, corn syrup and vinegar. Cook over low heat until sugar is dissolved, stirring frequently. Increase heat to medium; cook until a candy thermometer reads 245 degrees F (firm-ball stage), stirring occasionally. Add molasses and remaining butter. Cook, uncovered, until a candy thermometer reads 260 degrees F (hard-ball stage), stirring occasionally. Remove from the heat. Add baking soda; beat well.

2. Pour into prepared pan. Let stand for 5 minutes or until cool enough to handle. Butter fingers; quickly pull candy until firm but pliable (color will be light tan). When candy is ready for cutting, pull into a ½-inch rope. Cut into 1-inch pieces. Wrap each in waxed paper or colored wrappers and enjoy.

Michelle gave me a couple more recipes that contain molasses and since she is now on a gluten free diet, a couple gluten free ones that she likes. I can share them with you in the future. Good luck in Washington, Michelle. Don’t wait too long to come back to McCarthy.

Marcheta Long, a close friend of Barbara Rice, has visited McCarthy several times. This year she decided to spend the whole summer living with the Rices and working for Neil at the Hotel, the gift shop, and wherever she was needed most. It was so great being able to spend more time with her. When she went back home in the fall, she “hit the ground running.” (She) began subbing for a teacher who had torn retinas in

both eyes at the school where (she) started teaching in 1963. She was teaching the children and grandchildren of former students." What fun. Marcheta sent me about four recipes that all sound wonderful and that I will share with you over several issues. Let's try this one.....

MYSTERY PECAN PIE

9-inch unbaked pastry shell
1 (8 oz.) package cream cheese, softened
1/3 cup sugar
1/4 teaspoon salt
1 teaspoon vanilla

1 egg
1 1/4 cup pecans, chopped

TOPPING:

3 eggs
1/4 cup sugar
1 cup light corn syrup
1 teaspoon vanilla

In a small mixer bowl, combine the cream cheese, sugar, salt, vanilla and egg. Blend well at medium speed. Spread in the bottom of the unbaked pastry shell. Sprinkle with pecans.

TOPPING:

In a small mixer bowl, combine all ingredients. Blend well

at a medium speed. Gently pour the topping over the pecans. Bake at 375 degrees for 35-40 minutes....until the center is firm to the touch (Marcheta says she usually tests with a knife as well.)

That's it everybody. Enjoy your winter. Did anybody ever tell you that if you eat lots, your body will stay warm while it is digesting the food? No one ever told me that either but it sure sounds like a good excuse to eat your way through the winter! Until next time.....

FOR YOUR CONSIDERATION

Editors note: With the arrival of the CVTC high-speed data link via microwave towers, it is interesting to look back at this opinion piece that was written by the late Ed LaChapelle. Ed wrote this in late 1992 and we published it in the November-December issue of WSEN that year. Now, 19 years later we can see that many of Ed's ideas have come to pass in our communities. The year-round population hasn't changed much, but the economic structure has.

BY ED LACHAPELLE

Friends and neighbors of McCarthy-Kennicott, it's time to take a look at where our community might be going. We are at something of a crossroads today, making choices about whether we are going to be stuck in the same old economic development rut of the past or can turn our attention to the economic, social and political developments relevant to the 21st century. Let me make

it clear from the start: I very much favor the progress and development of this place we call our home as long as these build toward a better quality of life. But let's build with a realistic view of where the world is already headed as we barrel down the road toward the Year 2000.

Increased tourist visits, and the prospect of the Park Service acquiring the Kennicott mill site, point to more local growth in the tourist industry. Up to a certain point this is going to continue to affect our economy and the way we live, but the geopolitical reality of our location and interests will impose some limits. In fact tourism, a tough way for locals to make a year around living out of two or three frantic summer months, looks like something of a red herring. It will still be with us, but the mainstays of the local economy already are heading in a different direction and are going to thrive in the next few years without benefit of tourist dollars.

The big turning point, of course, is introduction of telephone service to our area. Not just telephone service, for talking, but telecommunication service for computers and fax.

There is a major social and economic trend taking place in the U.S. today. It has been going on quietly nationwide for several years, but especially throughout the attractive areas in Montana, Idaho, Oregon, Washington and Northern California. This trend is the migration of people with portable incomes into nice places to live. In part these people bring with them retirement or investment incomes, but the major earning activity is done over telephone lines with computers and fax machines. "Electronic commuters," "golden collar workers" and "foot-loose wage earners" are some of the names given to these full-time citizens of the global electronic village. Desk-top publishing writers, investment managers, commodity traders, consultants of all kind,

technical experts, contract workers for corporations, computer programmers... the list can go on and on. Many are self-employed and all are able to earn a living by accessing world-wide information resources while dispatching their products electronically.

To take one concrete example familiar to some of us, consider the publication *Home Power Magazine*, the major reference source for users of alternate energy that has gone in five years from a give-away flyer to a major publication with world-wide distribution. Last year I visited the HP originators, Richard and Karen Perez, who live and publish in a remote area of Oregon's Klamath Mountains on a homestead run by solar power

and connected to the outside world with a VHF radiolink for their telephone. Their whole operation could be dropped into the middle of McCarthy and would fit right into the local lifestyle without missing an issue of HP.

Given available telecommunications, this way of working and living is made to order for Alaska, a way of economic development with low adverse impacts and minimum demands on infrastructure with consequent tax burdens for the State.

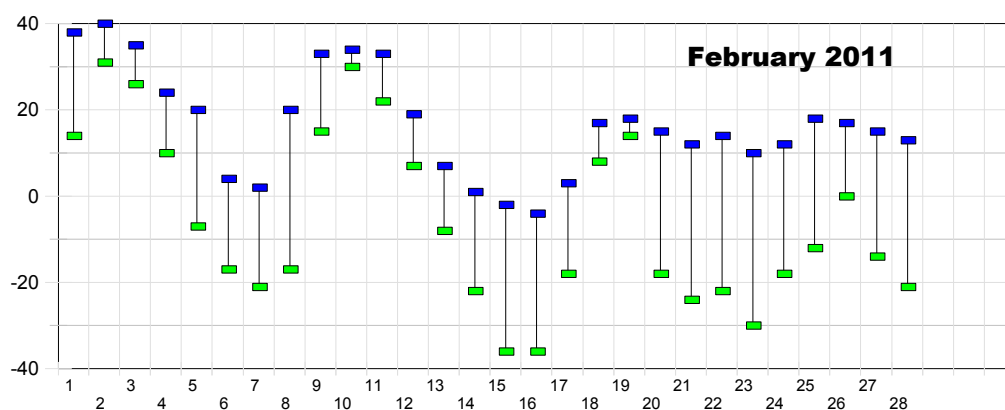
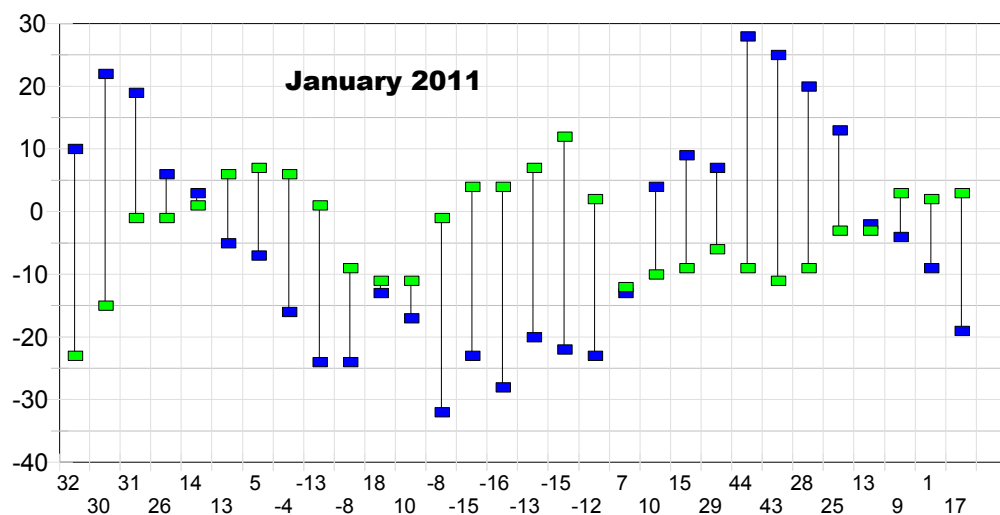
For the McCarthy-Kennecott area it is a natural. This is a great place to live (after all, that's why we are all here), but, pre-telephone, a tough place to make a living. This is all going to

change in the next few years as the dominant sources of income in this area become more and more tied to an electronic pipeline to the outside world, independent of tourism and viable throughout the year. Don't think this is some vision of a distant future; it is already here. Pension and investment incomes have been around for some time. Local property owners have been anticipating electronic commuting for several years now and at least one signup for telephone service plans to use it next year. Another household already enjoys a full-time income from electronic data transmission. Tomorrow is looking us in the face today, and you're holding an example of it, desk-top publishing, right here in your hands.



Photo courtesy Ken Smith

When Cordova Airlines was running historic tours to McCarthy/Kennecott, via May Creek, from Anchorage in the early 1950s, Mudhole Smith had a fascination for stock car racing. During one race in Anchorage, around 1953, Bertha Smith took this picture of driver Don Howell and the Cordova Airlines' stock car. At that time Howell believed that parts off of some old cars around McCarthy were excellent for use on this racing vehicle.



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