

# Wrangell St. Elias News

*"Eternal vigilance is the price of liberty"*

Volume Seventeen Issue Two

March & April 2008

\$2.50

## First crash on the new McCarthy Airstrip (1965)



Photo courtesy Dave Lednicer

This airplane has the dubious distinction of being the first to crash on the newly-constructed "McCarthy #2" airstrip, back in 1965. The airplane was repaired and is now flying for Cascade

**Ken Smith does it again. Read his first-hand account of what it is like to be aboard a large, twin-engine airplane when it plunges off the McCarthy runway and into the trees, ending up with its tail in the air and its nose embedded in the earth. Story on page 6.**

**This rogue glacier is threatening a small Alaskan town. Russell Glacier north of Yakutat crept to within 100 yards of Gilbert Point in June of 2007. Will it close the gap and plug the entrance to Russell Fjord this spring? Read the story on page 18.**



George Kalli took this photo in May 2007.

# A note from the publisher

BY BONNIE KENYON

When I think of March I imagine springtime, planting flower starts and early tomatoes. There are only a couple days left in February as I write this but the signs of spring are just not here —yet. In fact, as I look out the office window, all I see is snow falling and 17 inches of that white stuff still on the ground. Winter is (almost) my favorite season of the year. Spring is surely a good runner up.

Rummaging around in the garden shed for the potting soil and seed-starting paraphernalia is always fun. Making a mess on the kitchen table is rewarding because I know it is the down payment on a lush greenhouse and garden soon to come.

For some of our readers, this winter season holds moments of sadness. As you will read on pages 14 and 15,

folks have had to said goodbyes to friends and family. Rick and I appreciate those of you who contributed obituaries and information so we could include them in this issue.

Most people do not enjoy saying goodbye to someone who has impacted, with good, their lives and those around them. With that, I pass on the recent news from Marcia Blaszak, Alaska’s Regional Director for the Wrangell-St. Elias National Park/Preserve. The following is a letter she wrote to her colleagues dated Feb. 19<sup>th</sup>; “ I’m sure word is getting out — in fact, this may have been the worst kept news in recent history in Alaska. But, I want to personally tell each of you I am retiring May 3. This decision is not sudden — and, I’m pleased that I’m still energized, proud and excited about the work we do together in Alaska. It is just time. I’ll have 39 years of service on April 23 and will have served officially as

the Regional Director for exactly 4 years (some may also remember I was acting for 8 months prior to being selected). I’ve been honored to serve in some leadership capacity in Alaska since arriving in November of 1994. My husband and I have plans to build a new home north of Wasilla and will remain in Alaska. I expect to stay connected in the years ahead and know the parks in Alaska are in great hands with all of you devoted to their conservation. Thank you all for all you do!”

Marcia, thank you for all you have done for the residents of the McCarthy/Kennicott area. Your support for us was timely and greatly appreciated!

WSEN welcomes aboard the following subscribers: Burnie and Arlene Johnson, AK; Judi Hogg, TX; Jim and Coralee Krueger, MN; Allyn Morris, KS; Tom Turner, AK; Richard Repper, AK.

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## Items of Interest

BY BONNIE KENYON

**George Cebula:** George and dog Sophie are back into the McCarthy “groove” after a trip to the outside. Many of you will recognize the names of the folks George and Sophie visited along their travels. Most of George’s friends find their way into this column either as summer residents or visitors to our area.

Gene and Edith Coppedge, Georgia; Sharon Wunschel, husband David, and their two children Jacob and Maya of Washington state where George (along with Sophie’s expertise) provided nanny services for his niece; brothers Ted, Milwaukee, WI and Tom and Ray of Ohio; Ken and Carly Kritchen, Oregon; Bob and Sunny Cook, WA; Art and Linda Warren and Jim and Peggy Guntis, all of Tucson, AZ. While in Tucson, George, Jim and Peggy met and had lunch with Ken Lord, recent contributor to WSEN. He said they had a grand time.

The ferry ride home between Bellingham, WA and Haines, AK held quite a surprise for more than George. It turns out McCarthy residents Tim Mischel, Kathy Drury and Joe Macchina

were also returning north. A nice visit between neighbors made the traveling time go much quicker.

After putting 10,980 miles on the Yukon Suburban, George is back to work as usual. He put up new plastic visqueen on his screen porch and replaced the summer tires for new studded tires all around. That should make winter traveling much easier and safer. Welcome home, George and Sophie!

**FOR IMMEDIATE RE-LEASE: FEBRUARY 15, 2008. 2008 LONG LAKE FISHING DERBY** will be on March 29<sup>th</sup>, announces (with great enthusiasm), Jim Kreblin, founder and head-honcho of this exciting annual adventure.

“This annual event will be from 9 a.m. to 3 p.m. (for the fishing part). Top prize this year is hoped to be \$50,000\*!! The judge will be Cal Ward. (Last year he caught the most fish, so this way by being a judge—he’s out of the competition.) Mark Vail will be making his world-famous ‘North Slope’ Chili and there will be hot dogs and soda for the kids. Again this year we’ll have bowling and volleyball. New

this year will be the old game of ‘Catch the dog with the fish’; and a hand-auger drilling match. This is the only park I know of that allows drilling so let’s make the most it?!

“As you may have noticed, the caribou herd on Long Lake is getting larger and again this year you can guess when the ‘Caribou Swim’ takes place (the ice goes out on Long Lake). The prize is \$25.00 and there are three ways to enter: 1) Give me your guess at the Derby; 2) Call me at home 554-4434; 3) Call 1-900-caribouswim.1

“A Note on Safety: Last year some of you were using the ‘Quick Drill’ Method. You should know that if the 1/8 or 1/4 stick you are using looks sweaty, let’s use it for some other purpose. Be Safe!!

“Note 1: This call has a one-time fee of \$29.95.

“\*The \$50,000 prize is dependent on obtaining sponsorship. Am thinking of applying for a grant to NPS (National Park Service) on the subject of ‘Underwater Retrievable Life-forms on Long Lake’. And also Cabelas to switch sponsorship from the Iditarod to the Derby.

**Wrangell St. Elias News** (USPS 011301) VOL. Seventeen, Issue Two, March & April 2008.

Published every two months at McCarthy, Alaska. McCarthy, PO Box MXY, Glennallen, AK 99588-8998. Phone (907) 554-4454. FAX 1-866-487-7657. **E-mail: WSEN@wsen.net** “Copyright © 2008 by Wrangell St. Elias News. No part of this publication may be reproduced by any means without the express permission of the publishers.”

Contributors to this issue: Peggy Guntis, George Cebula, Ned Rozell, Susan Smith and Ken Smith, Subscription price is \$14 for one year in the USA. Canada \$16. Other countries \$23. Advertising rates upon request. Deadline for publication in next issue is April 15.

PERIODICALS POSTAGE PAID AT GLENNALLEN, AK. 99588.

POSTMASTER: Send address changes to Wrangell St. Elias News, McCarthy #42, PO Box MXY, Glennallen AK 99588-8998.

Otherwise, it will be the same old prizes as usual. Fishing poles, bent hooks, etc. Have fun, Jim Kreblin.”

**Ralph Lohse:** After typing up the above “item,” the phone rang and, lo and behold, it was Jim himself. He was glad to hear Rick and I had received his hot-off-the-press news flash concerning the upcoming Derby. The next voice I heard was our good friend, Ralph, who we still claim as a “local” even though he and his busy family spend a lot of time at their Cordova home.

Ralph was at Long Lake the last part of January and just arrived back here again. He always enjoys his visits to the old stomping grounds and is mixing some pleasure with work. After the serious damage to their main house on the Lakina River during the flood in October 2006, he hopes to move some of their remaining cabins to higher ground in April. Please take back our greetings to the rest of the Lohse clan, Ralph!

**Kurt, Peggy and Kelsey Smith:** The Smith family are more than eager for the first week of March to arrive. Son Scott Englund of Minnesota is due to arrive for a visit. Peggy hopes McCarthy (and Kennicott) receive a fresh batch of snow. It seems like a sure thing that Scott and Kelsey will want to take to the slopes with their snowboards. Peggy foresees ferrying the two up and down the mountain on her snowmachine, so fresh snow would come in mighty handy, she said.

March 3<sup>rd</sup> is Peggy’s birthday, by the way, and even though this issue probably won’t find its way

to your home yet, Peggy...Happy belated birthday!

**Neil Darish:** Downtown McCarthy woke up from its winter slumber on February 5<sup>th</sup>. Neil’s residence was the designated spot for McCarthy’s own Republican GOP Caucus. Thirteen folks turned out for this unique event. Out of those in attendance, 11 cast their votes for their favorite Republican candidate. Ron Paul won hands down taking 10 votes with one vote going to Mitt Romney.

Jeremy Keller was chosen to be a delegate from District 6 to the state convention to be held in Anchorage on March 13-15<sup>th</sup>.

Neil also reports a good start on his annual flower planting. He has 24 flats full of flowers, all being nurtured for the busy, summer tourist season at the McCarthy Lodge.

When he’s not watering his indoor garden, Neil is faithfully taking his daily walks and it is paying off for him. Congratulations, Neil, in shedding those extra 42 lbs! You’re doing great!

**Joe Macchina:** Joe (often referred to as “Joe, the cook”) is home after spending time with his brother in desert country south of Phoenix. While there he worked as a chef at a wine bar/restaurant, but soon became homesick for home. Sometime we McCarthyites long for a change in our winter colors, but, with Joe, he was eager to trade his desert brown for our day-to-day white and green.

Upon his return Joe took on a house/pet sitting job at Howard and Chris Haley’s place. He said he was enjoying the luxury of their home, but was expecting Howard to return any time from a trip outside. Chris may continue visiting family in Florida, Joe said.

He then will move to the Kennicott River Hostel until owner Brad Grosweiler returns in April. By that time, he hopes to begin a 12' x 12' addition to his present 8' x 12' construction and finish his roofing project. “I’ll go from a shack to a cabin and have space to do a complete full-pace!”

Welcome back from your travels, Joe!

**BABY ANNOUNCEMENTS:** It is with great pleasure I announce the “gifts” born to the following couples!

**Joshua and Sharia (Buckingham) Hale** of Palmer are counting their blessings —again. A baby girl, **Mercy Joy**, was born on February 3<sup>rd</sup> at 5:08 p.m. at a birthing center in Wasilla. Writes Grandma Buckingham, “The midwives there were very accommodating in every way.”

Mercy Joy weighed 7 lbs. 6 oz. at birth and was 21 1/4 inches long. Continues Martha, “She is a most beautiful baby with a full head of dark hair...most unusual as neither family has experienced having a child with so much hair. Her delicate, pink features are so adorable! Can you tell I am a grandma?”

Mercy Joy has an older brother, Jeremiah Victory, who has just recently turned one-year old. He is so excited and interested in everything about his sister.

**George Palmer Pinney and Nancy Cook** of Astoria, Oregon, and McCarthy announce that Izi (or **Nizina Elizabeth Pinney Cook**) was born as the moon rose on December 22, which was this year's Winter Solstice.

Mama Nancy reports, “Baby Izi emerged with wide eyes and a quiet demeanor weighing 7 lb. 2 oz. The hospital was Columbia Memorial Hospital, right on the Columbia River in Astoria. There

were no hospital personnel in the room when she emerged. (They missed the call... and she came out fast to catch that moon rise.) It was a beautiful natural birth. She's named for our own Nizina River where George and I spent a memorable winter way back in 1992."

Nancy has tremendous help from two very special people in Isi's life —her father, George, and Grandma Cook (better known to us locals as Sunny) —both have the loving touch.

For those of you who would enjoy viewing pictures of "Izi", you may go to:

<http://babyizi.blogspot.com>

**Sonny Asbury:** Sonny arrived back in the neighborhood yesterday, February 27<sup>th</sup>, and is eager to get settled in and enjoy the rest of the winter. He left his McCarthy Creek cabin in September and headed for (what he calls) America. To be more accurate, his first stop was Kingsland, Texas, where his daughter Kim lives. She is a police officer in nearby Granite Shoals and was glad to have her dad show up in time for her birthday.

Visiting other friends and family members was a priority on his list, but by the end of October, he decided to go back to work. He headed to Pendleton, Oregon, where he signed back on with a company that is a delivery service for RV trailers. They venture into all 49 states and Canada, Sonny says.

I asked him what states he traveled to since we last saw him. He suggested I draw a line on a map from Ohio down to Florida. He figures he visited all the states west of that line as well as a trip to Edmonton, Canada. That's a lot of traveling, I told him! He agreed and said he was more than ready to return to the love of his life —

his cabin in McCarthy. Needless to say, when he was offered a job to deliver a trailer to Fairbanks, he didn't have to think twice.

Today Rick, John Adams and Sonny took off from our place on snowmachines to blaze a trail to his cabin. They had a successful time of it and now Sonny can give his attention to things like collecting firewood to keep him warm until spring arrives. In between, unpacking and snowshoeing trails around his cabin and property, he looks forward to "aggravating" (not negatively, I'm sure!) and visiting his old friends. Welcome home, Sonny!

**Stephens and Tamara Harper:** Sonny isn't the only one who has returned home. Stephens and Tamara arrived home in McCarthy a week ago after enjoying a couple months of traveling the states and out-of-country. In early November they traveled to Nicaragua and had a great time, says Tamara. They not only enjoyed the warm, sunny weather, but drank in the wonderful aroma of the country's coffee harvest season. Also, it was a perfect opportunity for Tamara to practice her Spanish. Stephens said he was extremely happy she was so affluent in the language!

Other highlights were bird, butterfly, and monkey watching. "It was a very safe and peaceful place; in fact, the second safest country in the Western Hemisphere behind Canada," shared Tamara.

Upon returning to the U.S.A. they made the family rounds, spending a month in Alabama and New Orleans visiting with Stephens' family. On their way back north, they stopped off at Washington and Oregon to see Tamara's family. Welcome home to the Harpers!

**Cal Ward:** It's not easy catching Cal on the phone during the

daytime, but I thought I'd give it a try. He's more comfortable with the outdoors and never short of projects so when he answered this morning, I was actually surprised to find him still inside.

During the night we had acquired a few inches of fresh fluffy snow. Cal had already completed a round of shoveling, came in and washed his dishes and was just ready to head back outside. What was his next project, I asked. He is eager to dig out his saw mill because it is the time of year when he enjoys making his own lumber. A pile of logs is ready for the mill's expertise.

Cal reported that he went out for dinner the other night. Long Lake neighbor Ralph Lohse invited his nearby friends, Doran and Roni Ward, Jim Stripe, Jim Kreblin and Cal down for an evening and a homecooked meal. The Lohse's original main cabin on the Lakina River has received new windows and been cleaned up since the river flooded during the winter of 2006 and took out the newer house. The little cabin looked really nice, said Cal, and was presently sitting up on blocks ready for moving to higher ground this April. It was a delightful evening for the host and dinner guests.

**THANK YOU!** All those traveling the McCarthy Road want to thank DOT/Chitina operators for a fine job on keeping the road open and safe and sound. Your hard work has not gone unnoticed!

**CONGRATULATIONS AND THANK YOU** to Lynn Ellis, owner and pilot for Ellis Air Taxi of Gulkana as you celebrate 30 years of fine service to the entire Copper River Basin —especially your faithful mail service to the McCarthy/Kennicott and May Creek areas. Continue to fly safe, Lynn!

# First crash on the new McCarthy Airstrip

BY KEN SMITH

McCarthy was in need of a better air field. The original strip was built in the late 1920s on the south bluff overlooking McCarthy Creek and McCarthy. It was too short for large air transports and ran crossways to prevailing winds. For years the larger passenger and freight aircraft had used the May Creek Airport in order to serve McCarthy.

But, May Creek entailed a long and arduous roundtrip drive from Kennecott and McCarthy. As I recall, it was 17 miles from McCarthy. A lot of folks don't realize that the Territory and then the State maintained the road between McCarthy and May Creek for most of the twentieth century. Long after the Kennecott mines and railroad were shut down in 1938, the road was taken care of. Walter Holmes was chief of the highway department's maintenance station at May Creek. (Both Tess and Walt Holmes came to Alaska during the Shushana Gold Rush in 1914. Tess and her husband then, Joe Muiry, operated Muiry's Roadhouse near the Nizina until Joe died. Tess left the area during the war but later returned and married Walt. They built their home at May Creek about that time). Walt, along with his unique sense of humor, was still going strong in 1965. Walt picked up the local air mail from me once a week in 1965. It was either that next winter or the following one when Walt unexpectedly died. He left the house for some reason late at night; they found his body sitting on the seat of his beloved little Caterpillar dozer. The State Highway department continued to maintain the road though. They did so only during the summer and replaced Walt with a fellow who had been his seasonal assistant up to that time. I believe it was around 1970 or 1971 when the Department ceased funding maintenance on the

road. The road rapidly deteriorated after that, particularly the approaches to the Nizina Bridge. It wasn't long before it became impassable. Later, the McCarthy Creek bridge washed out as well, but by that time the State Dept. of Highways had lost all interest.

By 1965, a new start-up company, Consolidated Wrangell, had acquired all the surface property rights at the Kennecott complex. Consolidated Wrangell planned on removing as much of the higher quality copper ore as it possibly could from the site during the forthcoming summer season. Ownership of the company was comprised of numerous entrepreneurs with extensive professional backgrounds in many fields of endeavor, including mining. That summer most of those partners had decided to take the summer off from their normal employment undertakings and work at this mining venture themselves. Their aspirations were impressive and extensive.

They had acquired considerable items of heavy equipment which they moved into the McCarthy area early that spring. This was achieved by transporting everything across the still frozen and long-abandoned old railroad route, (no road existed at the time) between Chitina and McCarthy. After that, they reopened and improved the road from the Kennecott mill site to the Bonanza mine. That road had been constructed in 1960 by a previous owner of the property. They also established their own more modern but smaller mill operation in and around the original mill buildings at Kennecott as well as resurrected many of the old homes and bunkhouses. They had at least three huge, modern dump trucks with which to transport ore down off the mountain. At the base they prepared and packaged the ore for shipment to the Tacoma smelter.

Instead of using the old jute bags for shipping ore, (as Kennecott Copper Corporation used to do) they made good use of all the old 50 gallon barrels in the area. They cut the tops off, filled the barrels with ore then welded the tops back on.

In order to avoid transporting this ore all the way to May Creek, this company took on the task of building a new airport near McCarthy. They negotiated an agreement with property owner Lawrence Barrett, son of John Barrett, the founder of McCarthy, who gratuitously provided the necessary real estate for the runway. They also arranged with the State of Alaska to assume ownership and operation of the airport once the mining company had completed construction. Although the State put quite a bit of money and improvements into the airport a few years ago, the current location and runway alignment are the same as when Consolidated Wrangell completed it. For instance, the State acquired even more property for the airport, changed the location of the parking apron when they considerably increased its size, and elevated and leveled the runway in order to eliminate the original "hump" in the middle. Today, a visual line-of-sight from one end to the other provides a significant safety advantage over the 1965 design.

All in all, the Consolidated Wrangell efforts that the summer were pretty impressive and the new runway was definitely an asset for the community. Sadly, the price of copper and other circumstances worked against them and they ended the 1965 mining season without adequate enough profit to allow continuation of such aggressive mining activity.

Just prior to that summer, my old boss, pilot Howard Knutson, had also invested in this mining enterprise and had resigned from Cordo-

(Continued on page 20)

# CORDOVA DAILY TIMES

Friday November 8, 1940

## Ora Jackson is thought killed in huge blaze Fire All But Wipes Out McCarthy, Taking Life Of Postmaster's Wife

A fire which took the life of Mrs. Ora Jackson, wife of Postmaster Ben Jackson, all but demolished the town of McCarthy Wednesday night. It was learned here yesterday.

Mrs. Jackson, who was about 45 years old and a veteran Alaskan well known in Cordova, died in the flames which took their home and business establishment. She was alone in the building when the fire started and has not been seen since.

The conflagration started in the Jackson building, which contained their living quarters, the post office and the Jackson store. No one saw it start, but it is believed that an oil burning furnace exploded to cause it.

The fire destroyed the entire business block in which the Jackson store stood, with the exception of a house owned by Pete Brenwick. It contained a number of unoccupied frame buildings as well as the Alaska hotel, which is owned by Mrs. Kate Kennedy, currently of Portland, Ore. and a grocery operated by Mr. and Mrs. Steve Pytel.

### O'Neil's Safe

All that remains in the town in the way of business establishments now is the Jack O'Neil store, which was not injured.

Other than Mrs. Jackson, no one was injured by the flames or mishaps except William Howell, prospector and miner, who was brought to Cordova for treatment of a crushed foot. A stove fell on his foot while he was working with others in trying to check the flames.



Photo courtesy Ken Smith

The "almost wiped out" McCarthy, the morning after the big fire.

Word of the catastrophe reached Cordova yesterday morning via Chitina where it had been relayed by telephone. The radio sta-

tion at McCarthy used in connection with Cordova Air Service operations, had been lost in the Jackson building.

Pilot Al Parmenter of the air service subsequently flew to the scene, returning yesterday afternoon with Howell and William Field, who witnessed the disaster.

According to Field, the fire started about seven P.M. Wednesday and it burned actively until three A. M. yesterday. Ruins were still smoldering when they left the scene.

The temperature in McCarthy at the time was about 15 below zero.

### **Mrs. Jackson Alone**

Mrs. Jackson was at home alone, Field related, while her husband drove two men out of town a few miles. On his return the building was ablaze and others were already trying to check it and to save the building's contents.

Mrs. Jackson had been cooking dinner when he left, Jackson told friends, but all effort to locate her or trace of her proved in vain. It was believed that the furnace must have "back fired" or otherwise ignited and she was caught in its blaze. She may have tried to put out the fire or may have been near enough to the furnace to have been rendered unconscious when it acted up, witnesses reconstructed.

Relatives of Mrs. Jackson remained unadvised of her death today because among the things lost in the flames was the Jacksons' correspondence, the only source the husband had to their whereabouts. Hopes remained, however, that she may have kept some letters and addresses among personal effects in the store's safe and an attempt is underway now to remove it from the ruins and open it.

### **She was an Old-Timer**

Meanwhile, friends of the missing woman recall that she often spoke of her childhood home being in Oklahoma, where she had several sisters. She was an old-timer in Cordova and is also well known widely elsewhere in Alaska. At one time she lived at Petersburg.

Mr. Jackson expects to come to Cordova, but not until postal authorities have investigated the fire or send permission for him to leave McCarthy, according to members of the party flying here from the ruined town. All postal records and effects were destroyed by the flames.

### **Red Cross Ready**

Word of the disaster brought immediate action from the Cordova chapter of the Red Cross. Dr. W. H. Chase, local chairman, said that funds of the chapter are kept here ready to secure whatever needs were called for to assure against anyone suffering because of the fire. He is waiting only for word of what is needed before sending succor, the local Red Cross head said.

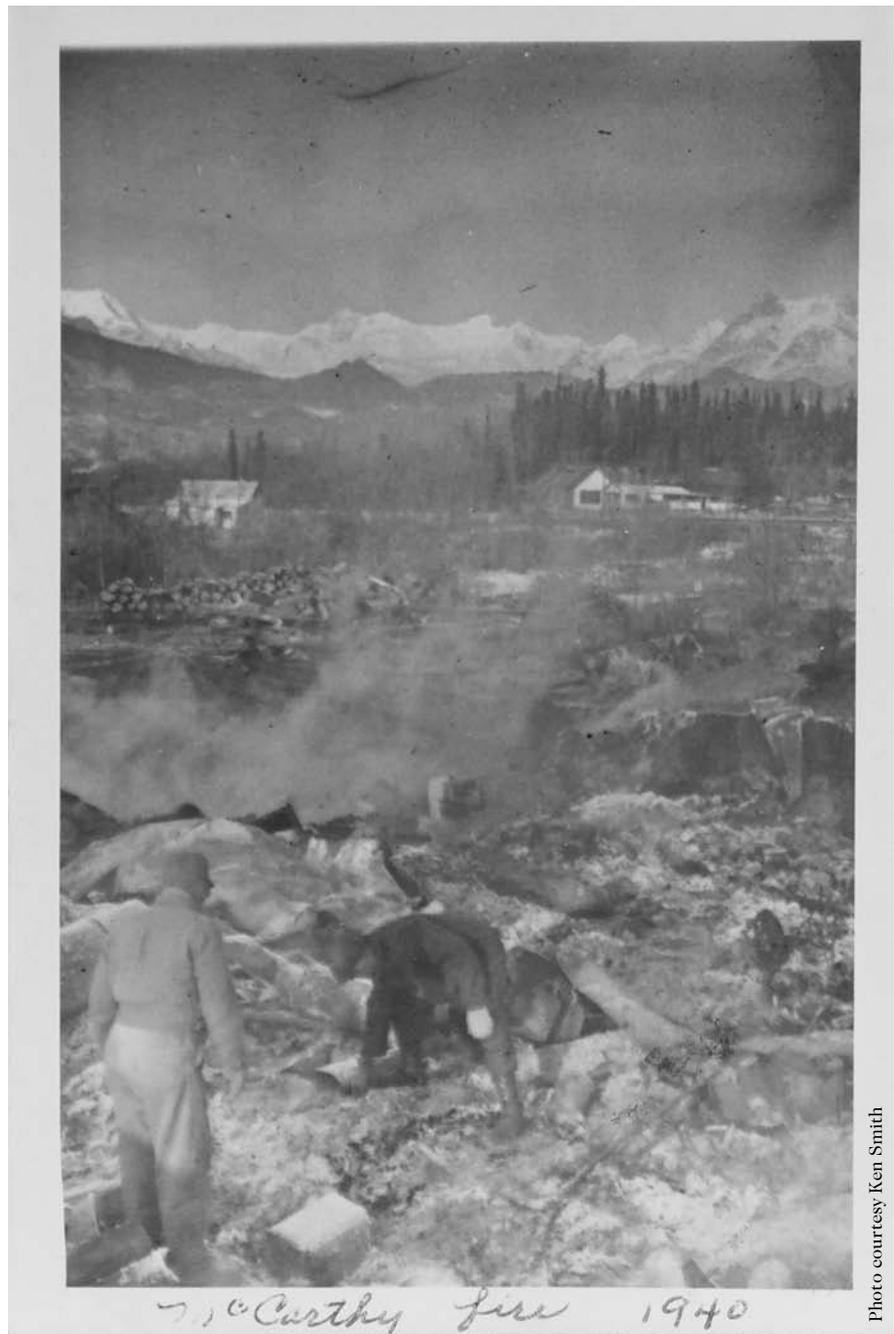


Photo courtesy Ken Smith

# First CACFA Meeting

BY SUSAN SMITH

The first meeting of the Citizen's Advisory Commission on Federal Areas (CACFA) was held in Juneau on February 5, 2008. This commission was originally established in 1981, after passage of the Alaska National Interest Lands Conservation Act (ANILCA), to assist Alaskans negotiating with federal agencies over issues on federal lands within the state. It operated successfully until 1999 when state funding was eliminated while Tony Knowles was governor.

Thankfully, the commission was reestablished last fall with the passage of House Bill 87, introduced and won by Fairbanks Representative Mike Kelly, and signed into law by Governor Sarah Palin on September 28, 2007.

The meeting convened at 10:30 a.m. in Department of Natural Resource (DNR) Commissioners Office Conference Room. Commissioners present at the first meeting were Governor Palin appointments Mark Fish of Anchorage, Ken Kreitzer of Juneau, Charlie Lean of Nome, Frank Woods III of Dillingham, and myself, Susan Smith of Chokosna. Also present were Senate President Lyda Green appointments Rod Arno of Wasilla, Rick Halford of Chugiak, and State Senator Charlie Huggins of Wasilla, as well as Speaker of the House John Harris appointments McKie Campbell of Juneau, State Representative Wes Keller of Wasilla, and Rick Schikora of Fairbanks.

Others in attendance were State Representative Mike Kelly, members of state legislative staff, Tina Cuning (Alaska Department of Fish & Game (ADFG)), Dick Mylius (DNR), Melanie Lesh (DNR), Karen Gordon (DNR), and Jason Brune (Resource Development Council).

After approval of the agenda, opening remarks were presented by

Representative Mike Kelly. He talked about House Bill 87, and stressed the importance of keeping the legislature informed of the activities encountered by the commission. He also emphasized the importance of following through on each task until its resolution and applying common sense to the process.

DNR Director Dick Mylius then presented a Federal Land Status and Management Overview, covering the history of federal land ownership in Alaska, focusing on pre-statehood federal withdrawals, the Statehood Act, the Alaska Native Claims Settlement Act, and ANILCA. He also discussed navigable waters, public trust doctrine, and RS2477 issues.

ANILCA Program Manager Tina Cuning of ADFG followed with a presentation on ANILCA, explaining its key titles and sections, pointing out provisions for access across federal lands and subsistence guarantees. She also explained the roles of the state agencies responsible for access. Tina offered to provide each commissioner with complete copy of the ANILCA legislation, including amendments.

Commissioner Tom Irwin of the DNR Commissioner's Office spoke with us briefly, expressing his happiness to see the group reformed, and offering his assistance as needed. Then the commission addressed administrative items. Rick Schikora was unanimously elected chairman and Rick Halford was approved as Vice-Chairman. Charlie Lean and Rod Arno completed the four-member Executive Committee.

Several other administrative motions were approved. Chairman Schikora was authorized to hire a non-permanent administrative assistant, and investigate the availability of office space at DNR in the Fairbanks area.

An executive director will be hired and the position description was approved. It will be submitted to state agencies for authorization. A Review Committee, consisting of McKie Campbell and the Executive Committee members, was established to review Executive Director applications prior to submission to the full commission for hiring approval.

A 30-minute public testimony period was scheduled and one commenter came forward, Jason Brune, Executive Director of the Resource Development Council. Brune and his 78-member Board of Directors represent the oil and gas, fishing, mining, timber, and tourism industries as well as tribal corporations and local governments. Their organization was pleased to see the CACFA reestablished and offered their services to help in any way possible.

After the CACFA hires an Executive Director, has a staff in place, and secures an office location, a procedure will be established for hearing testimony from citizens actually experiencing land issues with federal agencies in Alaska. Commissioners will also be watchful of proposed regulation changes as they relate to ANILCA. Some sources of contention have already come to the Commission's attention.

The next CACFA meeting will be scheduled for late May or early June in Fairbanks. The meeting adjourned about 4:00 p.m. and many of us had connections to fly out the same evening. I look forward to working with this talented and experienced group of Alaskans as we work to ensure that our ANILCA rights are upheld.

# NPS plans ORV trails in Nabesna area

## COPPER CENTER

**W**rangell-St. Elias National Park needs your help and participation. We are embarking on a major planning process for the motorized trails along the Nabesna Road. If these trails lead to your favorite hunting, fishing or hiking spot, we need your involvement. We need to know what role these trails play in your life and we need your suggestions of how best to manage these trails so that your access and recreation can continue.

Specifically, the National Park Service (NPS) is asking for input on recreational use of off-road vehicles (ORVs) along nine trails in the Nabesna area of Wrangell-St. Elias National Park and Preserve. The comments and ideas received will be used to develop issues and management alternatives for an Environmental Impact Statement (EIS) that is being prepared. The purpose of the EIS is to evaluate a range of alternatives for managing recreational off-road vehicle use on the following trails: Caribou Creek, Lost Creek, Trail Creek, Reeve Field, Boomerang Lake, Soda Lake, Suslota Lake, Copper Lake and Tanada Lake. Evaluating management alternatives includes analyzing and displaying potential environmental impacts to soils, vegetation, wetlands, wildlife, visitor experience, scenic quality, cultural resources, subsistence opportunities, other recreational activities and access.

### Background

The 13.2 million acre Wrangell-St. Elias National Park and Preserve was established in 1980 at which time the nine trails under evaluation were already in existence and had some use. As part of the general management planning for the park in 1986, ORVs were determined to be a means of transportation traditionally used by local rural

residents engaged in subsistence uses. In 1983, the park began issuing permits for recreational use of these trails under a legal authority that allows use of ORVs for recreation, on existing trails, under a permit system. The park annually issues approximately 200 recreational permits largely for sport hunters traveling to preserve areas. Subsistence users and inholders also use ORVs on these trails.

Park personnel have long recognized the impacts that can occur when ORVs are used in a sub-arctic environment. Consequently, several research projects have been done to assess the conditions of the trails and to experiment with a variety of trail hardening materials. This information will be used to analyze and evaluate environmental effects in the EIS, and to determine feasibility and cost effectiveness of different management alternative solutions.

On June 29, 2006, the National Parks Conservation Association, Alaska Center for the Environment, and the Wilderness Society filed a lawsuit against the National Park Service regarding recreational ORV use on the nine trails. The plaintiffs challenged the NPS' ability to issue recreational ORV permits saying that the NPS failed to make the finding required by regulation that such ORV use is compatible with the purposes and values of the Park and Preserve. They also claimed that the NPS failed to prepare an environmental analysis evaluating the impacts of recreational use of ORVs.

In the May 15, 2007, settlement agreement, the NPS agreed to complete an EIS by December 31, 2010. The analysis presented in the EIS will determine if recreational ORV use is compatible with the purposes and values of the Park and Preserve. During the preparation time for the EIS, the NPS can issue permits au-

thorizing recreational use of ORVs on the Suslota Lake Trail, Tanada Lake Trail, and a portion of the Copper Lake Trail only when the ground is frozen. These trails were singled out because they are in particularly poor condition, with lots of mudholes and swampy areas that lead to ORV operators driving around bad spots and creating trail braiding and widening. The NPS may continue to issue permits for recreational ORV use of the remaining six trails while the EIS is being completed. The litigation and settlement did not change the use of ORVs by local rural residents engaged in subsistence uses. The trails remain open to other uses such as hiking, skiing, riding snowmachines, or horseback riding.

### Planning Process

Environmental Impact Statements take a long time to complete because there are several steps in the planning process. Following is a list of steps in this planning process where there will be opportunities for public participation, comment, or review.

- ❑ **Scoping:** This is where we are now. Scoping is an early and open process to determine the purpose and need for the project, the environmental issues, and alternatives to be addressed in the EIS. For this EIS, public meetings will be held in Anchorage, Fairbanks, Tok, Slana, and Glennallen in late March of 2008, at specific times and locations to be announced soon.
- ❑ **Management Alternative Development:** A management proposal will be developed that addresses the purpose and need and the issues that have been identified during scoping. Then, alternative management actions are developed that allow us to consider and display a varying degree of environmental

effects. A draft set of alternatives will be available for public review and comment.

- ❑ Draft EIS: The management alternatives will be analyzed and environmental effects from each alternative displayed in a Draft EIS. There will be public meetings and a comment period of 60 days once the Draft EIS is printed and distributed. This is tentatively scheduled for the fall of 2009.
- ❑ Final EIS and Record of Decision: Based on comments received, changes will be made to the Draft EIS and a Final EIS and Record of Decision will be printed. This is tentatively scheduled for the fall of 2010.

How to make comments

The National Park Service is faced with the challenge of determining how to minimize resource degradation on the nine trails in question while providing reasonable access to wilderness recreation as well as subsistence resources and access to inholdings. This is your chance to express your opinion on the topic. What do you think we should do? For this phase of the project, you have plenty of time to submit comments—the comment period officially ends 60 days after the last public meeting, so that would be the end of May, 2008. If you are not familiar with the trails in question or need more information, attend one of our public meetings scheduled for late March and learn more, then make comments.

If you have an opinion now and would like to comment, here's how you can do it:

- ✓ Electronic comments may be submitted to the NPS Planning, Environment, and Public Comment (PEPC) web site at <http://parkplanning.nps.gov/WRST>
- ✓ Written comments may be mailed to: Meg Jensen, Park Superintendent, Wrangell-St. Elias National Park and Preserve, P.O. Box 439, Copper Center, Alaska, 99573.
- ✓ To make a comment or get more information, you can call Bruce Rogers, project manager, at 822-7276.

## Wrangell-St. Elias Student Scholarship Program Offers \$500 Scholarship

### COPPER CENTER, AK

The National Park Service has announced a \$500 scholarship for local students who desire to pursue a public service career.

**Who Can Apply:** Graduating high school seniors from Copper River, Gateway, or Yakutat School Districts continuing their education

in pursuit of a public service and resource-based career (preferable, but not required) related to resource stewardship. Applicants need not be related to National Park Service employees.

**How to Apply:** Deliver your signed application in person, by fax (822-7216), or by mail to the Wrangell-St. Elias Employee Associ-

ation at Park Headquarters in Copper Center, P. O. Box 439, Copper Center, AK 99573 (must be received by April 1). For an application, see your High School Guidance Counselor, call 822-5234, or check on the website at [www.nps.gov/wrst](http://www.nps.gov/wrst) and click on "News." You can also email your application with scanned signature to [lona\\_ward@nps.gov](mailto:lona_ward@nps.gov).

## NPS reviews firearm regulations

At the urging of 50 U.S. senators, Interior Secretary Dirk Kempthorne has directed his agency to review its policy on firearms in national parks, with the aim of changing federal regulations to match those of the state

where the national park is located. This means that in states that allow firearms in their state parks (like Colorado, Alaska and Indiana, to name a few), guns would also be legal in their national parks. "This Administration supports the long-standing

tradition of affording states the right to determine those who may lawfully possess a firearm within their jurisdictions," Kempthorne said in response to the request for a review.

(Reprinted from the Patriot Post, February 29, 2008)

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*"In reality there is perhaps no one of our natural Passions so hard to subdue as Pride. Disguise it, struggle with it, beat it down, stifle it, mortify it as much as one pleases, it is still alive, and will now and then peek out and show itself." —Benjamin Franklin*

# After bad fall, Spot comes to the rescue

## DANGER: A caretaker at a remote lodge is saved by his mom's high-tech gift.

BY CRAIG MEDRED

When 72-year-old Mike Brady rose from the fog of unconsciousness Jan. 4, he was alone on the ground outside a sauna in one of the most remote sections of Alaska with the thermometer hovering dangerously near 30 degrees below zero.

He couldn't move.

The nearest help was about 50 miles to the north and out of reach in the isolated community of McCa-rthy.

Eventually, he would come to be rescued by the latest in gee-whiz technology — a personal satellite communicator given to him by his concerned 98-year-old mother.

But in those first moments there on the ground near Ultima Thule lodge in the heart of the Wrangell-St. Elias National Park, he wondered if he would live.

A 50-year Alaskan, a man who had previously wintered in a cabin along the remote West Fork Delta River in the state's frozen Interior, Brady knows the deadly nature of subzero cold. Even as he struggled to gather his senses, he realized that if he stayed on the ground the cold would start to pull the life out of his body.

In tens of minutes, he would be weakened by hypothermia. In hours, it would kill him.

All because of a stupid slip.

"I fell down off the steps," he said.

He doesn't know if this was an accident or if he'd inhaled enough gas from walking through the exhaust of a nearby generator to be partially disabled by carbon monoxide. He was, he said, feeling light-headed before the slip.

Then he was on his back on the ground, shaking the stars out of his eyes.

"When I woke up, I was in a little depression," Brady said. "I couldn't move at all."

His back hurt. He thought he might have injured it seriously in the fall. But that really didn't matter.

He knew that if he didn't force himself to get up and get into the cabin, he was a goner.

He got up. He stumbled inside.

Luckily, he said, when he went down to the sauna from a nearby cabin to start the little Honda generator to charge batteries for a satellite telephone, he had thought to bring a bucket of wood shavings spiked with diesel fuel.

Now, he stuffed those shavings into the firebox of the wood stove. His fingers, he said, weren't working well enough to hold any of the matches in his pocket, but he managed to get a fist around a whole handful.

He struck them and threw the fire into the stove. The wood shavings ignited. He threw in some wood on top of them.

SPOT SENDS HELP

Fire crackled to life.

"If I couldn't have got that fire going," Brady said, "that would have been it."

As the fire burned, he knew he would live, but he remained in significant pain. He pulled himself up on a bench in the sauna and rested there for an hour, he said. His back didn't feel any better. If anything, it felt worse.

He decided the smart thing to do would be to call help.

He stumbled out of the sauna, pointed his Spot Satellite Messen-

ger at the southern horizon, and pushed the button marked "911."

High above the planet, a satellite picked up the signal, complete with the GPS coordinators for Brady's position, and relayed it to the GEOS International Emergency Call Center in Houston, Texas. Dispatchers there notified the Alaska National Guard in Anchorage.

Within tens of minutes, a rescue helicopter was airborne and on its way.

Torin Roher, a spokesman for Spot's manufacturer, said the subsequent rescue was a first documented for the new, pocket-size, \$200 device that was released two months ago.

Though the company warns that Spot might not work everywhere in Alaska — the device needs a line-of-sight connection to satellites in orbit above Earth's mid-latitudes — it proved invaluable for this one caretaker at a lodge in Alaska's largest and, arguably, wildest national park.

Not only did Brady use it to call 911, he had been using it regularly, he said, to send a message to his brother, Terry, back in Anchorage saying he was OK. Spot can send a preprogrammed "OK" message or a personal, non-911 "Help" message to friends, relatives or others.

Mike said his brother and his mother "wanted me to turn it on twice a week, Thursday and Sundays, to check in."

Terry had been getting regular OK messages from Mike on his computer since the latter settled into the lodge as caretaker back in November.

Mike, who is developing his own remote property along Big River near McGrath, said he took the caretaker's job there because lodge owner and pilot Paul Claus offered him a great deal. Claus flies a big

load-hauling Turbo Otter aircraft and offered to haul Mike's freight to Big River in exchange for his over-seeing the lodge for the winter.

#### MIRACLE IN AN HOUR

Mike thought he would spend what is for him a pretty normal winter all alone in the Bush.

He never thought he would have need to push the panic button on a new, high-tech satellite communicator, but he said it was pretty miraculous what happened when he did.

Within about an hour, he said, a helicopter from Kulis Air National Guard Base was settling onto the

airstrip at Ultima Thule to pick him up.

"I was feeling pretty good by that point," he said. "I was able to walk. I felt a little guilty."

Pararescuemen on the helicopter checked him out, concluded his hypothermia wasn't life-threatening, then loaded him up for a flight back to the Providence Alaska Medical Center in Anchorage.

Doctors there thought he was OK too, but Mike said when he got up, "the next day I couldn't get out of bed."

Subsequent X-rays revealed a fractured vertebrae in his back, but

doctors can't tell exactly when he broke it. Mike was recovering at his brother's home in Anchorage last week.

"I'm still working off some problems," he said, but happy to be alive.

And mightily impressed with Spot.

"It's a pretty neat little deal," he said.

*Editor's Note: This article first appeared in the Anchorage Daily News January 13<sup>th</sup>, 2008 and is used by permission.*

## New Superintendent at Sitka National Historical Park

Long-time Alaska resident Mary Miller has been selected as superintendent of Sitka National Historical Park.

Miller, currently Regional Transportation Engineer for the USDA National Forest Service in Juneau, Alaska, will move to Sitka in mid-March. She replaces former Superintendent Greg Dudgeon, who is now superintendent of Gates of the Arctic/Yukon-Charley National Park and Preserves.

"My family has deep ties to both Tlingit and Russian cultures," Miller said. "My great-grandfather was one of the first Russian American settlers in Sitka. I am honored to furthering the National Park Service mission and thrilled to be able to reconnect with family and friends in the area. I also look forward to working with local residents, including the Sitka Tribe and Tlingit Clans to continue to enhance the

visitor experience at Sitka National Historical Park."

"Mary has extensive roots in Alaska and will be an asset to the Sitka community," said National Park Service Regional Director Marcia Blaszk. "We're excited to have her local expertise and knowledge to help enhance the visitor experience at Sitka National Historical Park."

Miller has been the Regional Transportation Engineer with the National Forest Service since 2004. She has over 29 years of experience including work as a professional engineer, construction manager, Alaska Native Corporation Director and internal auditor.

Miller was born and raised in Sitka and is a graduate of Sitka High School. She holds a masters degree in Business Administration from the Executive MBA program at the University of Washington and a bachelor's degree in Civil Engineer-

ing from the University of Alaska, Fairbanks. Miller is a licensed Professional Engineer and has held professional positions with the Alyeska Pipeline Service Company and the North Slope Borough. She belongs to Shee Atika Inc. and is a member of the Sitka Tribe.

Alaska's oldest federally designated park, Sitka National Historical Park, was established in 1910 to commemorate the 1804 Battle of Sitka, the last major conflict between Europeans and Alaska Natives. The 113-acre park also features Southeast Alaska totem poles and a temperate rain forest trail system. The park's story continues at the Russian Bishop's House, one of three surviving examples of Russian colonial architecture in North America. This original 1843 log structure conveys the legacy of Russian America through exhibits, refurbished Bishop's living quarters and lavish icons in the Chapel of the Annunciation.

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**"Mainstream media are like drive-by shooters. They pull up to a congested area, and they spray a hail of bullets into the crowd. It causes mass hysteria and confusion, mistakes, misinterpretation; sometimes people or their careers die after a Drive-By Media hit. The mainstream media then smirks and laughs, and ride away in their convertible, unnoticed in the excitement heading on down the road to the next drive-by."—Rush Limbaugh**

## Patricia Ann O'Neill 1932—2008

Patricia Ann O'Neill passed from breast cancer on 12/25/2007 surrounded by family and friends in Anchorage, Alaska.

She was born January 30, 1932 in Kennicott, Alaska (where the hospital was) to Charles Thomas and Iloe Charlotte (Slade) O'Neill. The family lived in McCarthy, Alaska in the 1930's running the O'Neill Mercantile Store until moving to Anchorage in 1939. During the "war jitters" of the 1940's, they rode the train to Seward to board the steam-

ship Denali to Seattle. She attended school in Anchorage and Seattle.

Alaska Airlines was her first employer, followed by Morris-an-Knudson during the construction of the White Alice communication system. During her marriage to Ralph Pritchard, they lived briefly in Bolivia, South America. Returning to Alaska, she worked for RCA on the M & O of the White Alice sites. A jeep trek to Cabo San Lucas prior to a paved road followed. Other employment opportunities included: Wien Air Alaska, Wackenhut during construction of the Trans-Alaskan pipe-

line, Arco at Prudhoe Bay, and finally a dream job at CIRI for 20 years.

She is survived by niece Cassie O'Neill of Seattle, WA; many cousins, and special friends at Safehaven in Anchorage. She was preceded in death by her parents and brother, Thomas Slade O'Neill. Burial will be at Calvary Cemetery in Seattle near her parents.

She was an adventurous traveler and camper, and loved the outdoors, gardening, the beautiful Alaska sunsets and sunrises, Alaska, and all God's creations.

## Jewel Collins 1913—2008

Longtime Cordova resident, Jewel Collins, passed away peacefully on Feb 1, 2008. She was 95. Born and raised in Joplin MO, Lola Jewel Fisher married Clifford Collins in January 1933. Their life-adventure brought them to Alaska with their young son, via steamship in 1939. They arrived in Cordova with \$2.50 in their pockets.

Over the years, Mrs. Collins was active with the Eastern Star, Cordova Historical Society, and the Civil Air Patrol. For many years Jewel was the main communication specialist for the region conducting roll call on single sideband radio for CAP operation centers around the state. Often when an aircraft went miss-

ing, it was Jewel on the radio assisting and coordinating search and rescue efforts. For 40 years, she and her husband hosted an annual Memorial Day fly-in breakfast at Long Lake, in the Chitina River Valley. Mrs. Collins called Cordova her primary home for 69 years. Long Lake, a beautiful place, was their summer home. Jewel helped her husband Cliff manage several successful businesses during their time here and she stood by her husband's side as their Alaska dream unfolded; it never occurred to her to do anything else. She has left a great heritage for her family to enjoy. Jewel saw a lot of changes over time and she was a good storyteller. Jewel was not afraid to tell it like it was and speak her mind. In the end, her

life, nearly 100 years of adventurous pioneer spirit came to a close, surrounded by wonderful friends and family. An example of a life well lived, we should all strive to achieve as much.

Mrs. Collins was preceded in death by Clifford Collins, her husband of 70 years, and daughter-in-law Judy Collins. She is survived by her son, Philip, grandson Mike Collins and his wife Kari; grand-daughters Maria Linger and Karen Strahan; great-grandsons Joshua Collins, and Noah Collins; great-grand-daughters Sharayah Dollente, Faith Collins and Grace Collins.

A memorial service will be held at the Cordova Community Baptist Church in April.

## Jerome Thomas Van Ben Coten 1948—2008

Jerome Thomas Van Ben Coten, age 59 of Nelehina, Alaska, passed away unexpectedly on Tuesday January 29, 2008. Jerry was born May 24, 1948 in Elmira, NY the son of Jerome J. and Bernadette Harrigan Van Ben Coten. He was a graduate of Elmira Free Academy Class of 1967. Jerry worked at St. Joseph's Hospital in Elmira after graduating

from high school. Jerry served as a decorated Navy Corpsman with the Marines in Vietnam and was in live action on the battlefield saving many American lives. He graduated from Physician's Assistant (PA) School on the G.I. Bill in New York City in the early 1970s. His entire professional career was dedicated to helping and healing others as a Phy-

sician's Assistant in Alaska where he moved shortly after graduating. His first job was with the Alaska Oil Pipeline crews as they built the pipeline from the top of the world at Prudhoe Bay all the way to Valdez, Alaska. He then worked as a PA for British Petroleum for almost 20 years, commuting from the Anchorage, Alaska area and Matanuska-

Susitna Valley and since 1988 from Nelchina, Alaska. He almost single handedly built a 3,700 sq. ft. 2-story log home on his 2 week on the job and 2 week off work schedule. In 2002 Jerry began working for a Native Village in Chitina, Alaska and created a health clinic there that served area residents for hundreds of miles. Jerry also had great adventures in the wilds of Alaska and enjoyed Rendezvous hand sewing and making authentic leather skin frontiersman clothing with all the trimmings. He was an avid black powder

gun collector and won many sharpshooting awards during the various rendezvous' he organized and attended.

Jerry retired from the health clinic in the Spring of 2007 after he spent a month traveling in the U.K. mid-January to mid-February via rental car and staying at local B&Bs from London to Bath, Northern Wales, the Midlands, the Lake District, Scotland, York and London. He so enjoyed the people and culture and castles. (Many from top to

bottom.) Jerry had been to the U.K. 20 years before but only for 10 days and dreamed of returning to take it all in. Even after a month and many miles and sites and people delights, he wished to return for more.

Jerry enjoyed hiking, camping, ATVs, snow machines, fishing, hunting, woodcraft and traveling with his partner Dan K. Sadler. Jerry is survived by his mother Bernadette (88), two sisters, and two brothers.

## Frank Morris 1921—2008

Lifetime Alaskan, Frank Morris, 86, passed away January 4, 2008 at his home in Douglas, Alaska surrounded by the love of family and friends.

Frank was born November 29, 1921 to Jack and Gladys Morris. He began his life at the Kennecott Copper Mine, where his father operated and maintained the tram system. After the Kennecott Mine closed, his family moved to Cordova where his father worked for the Bremner Gold Mines near McCarthy. Frank graduated from Cordova High School in 1940. Beginning at age 16, and during the summer months, Frank worked for the Alaska Road Commission, first starting as a laborer with a number two shovel and then working his way up to heavy equipment operator, surveyor and bridge foreman. When his father got a job working for the Fairbanks Exploration Company, his family moved to Fairbanks. His mother started a business making fine tailor-made women's apparel, The Gladys Morris Shop at 408 Cushman Street. During World War II Frank served in the Army Air Corps at Ladd Air Force base (now Fort Wainwright) and in Whitehorse.

In 1946 he married Judy Stark (now Judy Worley of Fairbanks). After the war Frank took flying lessons at Phillips Field and graduated

from UAF in 1948 with a B.S. in Civil Engineering. He continued his career with the Alaska Road Commission, progressing from Location Engineer, Resident Engineer to District Engineer working out of Chitina, Valdez, Anchorage, Fairbanks and Nome. He directed planning, design, construction and maintenance of highways, ferries, a railroad, several airstrips, an aerial tramway, supply and equipment depots and support facilities. He played a key role in the initial construction of the Taylor Highway, and reconstruction of portions of the Richardson and Alaska Highways. After statehood, when the Federal Bureau of Public Roads (BPR), locally known as the Alaska Road Commission, turned over highway operations to the new state government, Frank continued highway engineering work with the BPR.

In 1960 he married Cynthia Dalton, a public-health nurse working in Fairbanks. His first assignment with the BPR was working in Tehran, Iran as an advisor to the Iranian Minister of Roads to support their efforts to establish an autonomous highway department. In 1963 he returned to work in BPR's Region 1, based in Albany, NY.

He returned to Alaska in 1968 and planted his roots in Juneau where he was hired by the Alaska

Department of Highways. He and his wife Cynthia built a home in Douglas, where he spent the next four decades. During that time he also worked for the City of Juneau and the Bureau of Indian Affairs. For many years he continued an engineering consulting and surveying business. As a registered civil engineer and land surveyor, he was active in the Juneau chapter of the American Society of Civil Engineers and serving once as vice president of the chapter.

One of Frank's lifelong passions was flying. Shortly after his return from Iran, Frank purchased his first Piper, a Tri-Pacer, and has owned one of four Cherokees ever since. He amassed over 8000 hours flying throughout Alaska and the lower 48 for business and adventure.

In the '80s he purchased land and built a cabin in Chisana, about 50 miles northeast of Kennecott in the Wrangell Mountains, where he loved to go hunting and fishing with family and friends. He was renowned for his stew-making abilities.

Frank readily lent a helping hand to friends in need. His friend Glenn Johns had been trying for over 20 years to get a sheep, so Frank and some friends took Glenn hunting and got him his first sheep.

In 1999 he married Jeanne Moore. Frank and Jeanne had

(continued on page 30)

# Cordova Daily Herald

March 1919

Volume 1 Number 205. CORDOVA, ALASKA, SATURDAY, MARCH 1, 1919. Price, ten cents

Published Daily Except Monday and Holidays by the HERALD PUBLISHING COMPANY

Charles E. Herron, Publisher. J. W. Ward, Manager.

## **Copper River and Northwestern Ry. FOUR TRAINS WEEKLY BETWEEN CHITINA AND KENNECOTT**

Trains leave Cordova for Chitina every other day and return from Chitina to Cordova on the following day. Trains between Chitina and Kennecott run every other day, making connection with trains between Chitina and Cordova.

The above schedule subject to change without notice.

Dining Cars in connection with all Regular Passenger trains between Cordova and Chitina.

Freight received and delivered at the Cordova Wharf from 9 a.m. to 5 p.m., except Sundays.

Tickets on sale at Second Street Depot Office one hour before departure of trains.

## **NEWS about Town**

R. J. De Leo is confined to his home with a slight cold.

Sam Gilmore, of Kennecott, yesterday arrived from up the line bound for the outside.

The local train for Chitina will leave tomorrow morning at the regular time.

E. P. Harwood, city editor of the Herald, will return to work today after having been confined to his home since Monday.

Mrs. A. G. Morey, of Chitina, was an arrival on the local yesterday afternoon en route to the outside for a short visit.

R. B. Giles will leave on the steamer Northwestern for Tacoma,

Washington, to join Mrs. Giles and their children, Walter and Dorothy, who have been the guests of Mrs. Giles' mother for the past two months.

March 1, 1919

## **INTEREST BATCH OF NEWS FROM CHITINA**

CHITINA, Feb. 28.—On Friday evening Mrs. Fred Handy was hostess for a surprise party of more than usual jollity. The occasion was the twelfth birthday of her oldest son, Everette. Practically the entire youthful population of the town was invited including several children of an older growth. These latter guests enjoyed themselves as thoroughly as did the youngsters, apparently, and contributed their share to the frolic. After an evening of games, the birthday cake—a huge and most delicious nut creation—was distributed to the guests and ice cream, cake and candy was also served bountifully. Master Handy was showered with birthday tokens and presents, and was delighted with his role of impromptu host. Those on the invitation list were Miss Geneva Sheets, Mr. and Mrs. O. A. Nelson, Mr. J. E. Ketchum, Irene Spangler, Louise Tibbs, Thelma Johnson, Billy Cameron, James and Edward Diffley, Joseph Feaster, jr., William Spangler, Eugene Tibbs, Eugene and Theron Handy.

Quite a number of men are in town as a result of reconstruction conditions following war-time. They have been connected with the mines at Kennecott, but have given up their places and are seeking greener fields. Most of them expect to leave

for the states, it is understood. Work upon the tunnel connecting the Kennecott with the Mother Lode mine, has been discontinued temporarily.

Mr. and Mrs. Oscar Johnson and daughters, Thelma and Verla, have vacated the Gessner house and are now occupying the house overlooking town and owned by Thos. Holland.

The Overland hotel has been improved with electric lights in the upstairs room as well as those already on the ground floor. The hot water heating system has received a thorough going over and the radiators set in good order.

Frank Spangler, of the Commercial hotel, has had set-tubs installed in the hotel laundry.

## **NEWS About Town**

About forty people have registered for the coming municipal election.

Mr. and Mrs. N. J. McCrary and daughter will leave Wednesday morning for Wooded Island where they will manage the fox farm owned by Joseph Ibach.

Clyde Nettleton yesterday morning left on the train for Mile 39, from which point he will proceed overland to Katalla. At Katalla he will resume his position with the forest service which he held before he went to the states and enlisted in the navy.

The Cordova Dining Room has changed hands and has been acquired by Mrs. Maude Weatherly and Miss Gertrude Belding. The entire interior will be remodeled and redecorated. An efficient chef will be in charge to cater to the tastes of the public. The name of the place will be

known in the future as the Cordova Grill.

FOR SALE—Brunswick-Balke phonograph and 25 records. Also a good sewing machine. Call N. J. McCrary, 19-3 rings.

March 2, 1919.

### SOCIETY

Edited by Mrs. Roberta Harwood

The small daughter of Mr. and Mrs. Fred Ahrens, of McCarthy was christened on last Wednesday afternoon in that city by Rev. Eustace P. Zieger of Cordova. She is to be called Margaret Anna. Following the christening Mrs. Fred Ahrens presided over a very enjoyable dinner. Guests at the christening and supper were Capt. Hubrick, Mrs. Robert Marshall, and Mr. Herman Helmold.

Mrs. Charles Holmes, of Kennecott, who broke her right wrist about a week ago, is now speedily recovering at her home in that city.

Mrs. Martin Frye, of McCarthy, is the guest of her sister, Mrs. V. G. Hicks at the radio station at Eyak, this week. She will visit friends in Cordova before returning to McCarthy.

### NEWS About Town

A fire occurred Wednesday noon at McCarthy in the pump house adjoining to the federal jail and for a time seriously menaced the jail and nearby buildings, according to a report made yesterday by Rev. A. G. Shriver who returned on the train from a trip to cities along the railroad. Rev. Shriver said the temperature at McCarthy held to 30 degrees below zero during the few days he was there.

Charles La Belle, who has been employed at the Mother Lode mine at Kennecott, came to Cordova yesterday on the train.

The funeral of Otto Lubbe at McCarthy which was held Wednesday was attended by probably the largest number that ever gathered to pay

homage to a deceased man in that district, according to reports received yesterday from McCarthy. Lubbe had lived in the Copper River valley continually for nine years and held the high esteem of many friends throughout the valley. The funeral was held under the auspices of the Masonic lodge.

March 4, 1919.

### NEWS About Town

J. P. Hanson and E. LaBell left this morning to look after their fishing interests on the Copper river flats.

Martin Ellingson from the Mother Lode mine yesterday arrived in the city for a short visit. He is at the Cordova House.

March 6, 1919.

### CASH GROCERY TO OPEN HERE THIS MONTH

James Dinneen prepared to open store in the northern block.

Formerly with Blum O'Neill

Resigned His position Yesterday and Will Now Devote His Entire Energies to His New Store—Will Sell For Cash Only.

James Dinneen, who for the past two years employed by the Blum O'Neill Co., and for the latter twelve months head grocery clerk, has completed arrangements for the establishment of a cash grocery in Cordova.

Mr. Dinneen has obtained a lease on half of the store room occupied by John Rawson's Bargain store, and will greet his customers there.

In order that he might have time to prepare for his opening Mr. Dinneen yesterday resigned his position with the blum O'Neill company and henceforth will devote his entire energies to his new venture. He expects to have his store open for business some time this month.

It is Mr. Dinneen's contention that by selling for strictly cash and thereby being able to discount his bills at all times and doing away with the cost of bookkeeping and bad

accounts, he will be able to sell to the people of this city at prices much closer than otherwise.

March 7, 1919.

### NEWS About Town

Sam Panlico from Kennecott arrived in Cordova yesterday.

E. Ripaich yesterday arrived from Kennecott.

E. T. Stannard and wife this morning will leave for Kennecott after several days, visit in Cordova. They returned from Latouche on the steamship Northwestern.

G. K. Betts, vice-president of the Bank of Alaska, will leave on the train this morning for a business trip up the line. He will go as far as McCarthy.

March 8, 1919.

### SOCIETY

Edited by Mrs. Roberta Harwood

Mrs. W. N. Rolston of Fairbanks, aunt of Mrs. J. W. Ward, will arrive from that city this week en route to the states to meet her son, Lieutenant Howard Rolston, who will return shortly from France. Lieutenant Rolston is a member of the first contingent of American soldiers to reach French soil. He is serving the medical corps, in the ambulance division.

Mrs. Rolston left Fairbanks last week and visited at Copper Center as the guest of Mrs. Howard Barnes. At Gulkana she was the guest of Mrs. M. Griffiths. This is Mrs. Rolston's first trip to the outside in ten years. She will go direct to New York city.

Mr. and Mrs. R. W. McCrary and daughter Grace, will occupy the Nelson J. McCrary home on Railroad Row, during the absence of the latter McCrary family at Wooded island. Mr. and Mrs. Nelson J. McCrary will leave for the island on the return of the launch Rolfe from Katalla.

March 9, 1919

# Hubbard Glacier refuses to fade away

BY NED ROZELL

**A**s you read this, a rogue glacier is again threatening a small town.

Hubbard Glacier crept to within a football-field distance of ramming into Gilbert Point last June, and some scientists say that a spring 2008 closure of Russell Fiord "may be eminent." Roman Motyka, a research professor with the University of Alaska Southeast and the Geophysical Institute at the University of Alaska Fairbanks, gives Hubbard a 50-50 chance of plugging the entrance to Russell Fiord this spring. Hubbard Glacier dips its tongue into salt water about 40 miles north of Yakutat, Alaska, home to about 600 people. Fed by fields of ice so immense that the glacier will rumble forward regardless of how warm the planet gets in the near future, Hubbard Glacier made headlines in 2002 when it bulldozed gravel into Gilbert Point, pinching off Russell Fiord's link to the sea and creating the largest glacier-dammed lake in the world. Before the gravel dam broke, water within the lake rose more than eight inches each day and threatened to spill into a world-class steelhead stream near Yakutat.

Hubbard Glacier has been thickening and advancing since scientists first measured it in 1895. After the glacier dammed the fiord in 1986, the new Russell Lake rose 83 feet above sea level before the ice-and-gravel dam broke. In 2002, Russell Lake reached 49 feet above sea level

before the dam burst and the water rejoined the ocean with a flood 30 percent greater than the largest measured flow of the Mississippi River at Baton Rouge.

If the plug of Hubbard Glacier again holds fast against Gilbert Point (as old river channels say it last did in about 1860), rainfall and glacial melt would fill Russell Lake until it reaches about 132 feet above sea level. Then, the water would spill over into an old channel of the Situk River, and flow from the river to the Gulf of Alaska. The Situk, now a clear-running stream with the highest population of wild steelhead in Alaska and possibly the world, would become a glacial stream that could be as large as the lower Snake River in Idaho.

More than 80 percent of Yakutat's commercial and recreation fishing economies depend upon fish in the Situk River, according to information provided by the city and borough of Yakutat. Scientists including George Kalli of the U.S. Army Corps of Engineers in Anchorage estimate that a flood from Russell Lake could reduce steelhead populations in the Situk for perhaps 50 years.

Kalli and other scientists figure that Russell Lake would spill over about eight or nine months after Hubbard Glacier dams Gilbert Point. In a 2005 report, researchers with the Alaska District of the U.S. Army Corps of Engineers concluded that there is no cost-effective way to

preserve the character of the Situk after Hubbard closes the door included a tunnel dug through Gilbert Point, a seven-mile levee to force the overspill into a drainage other than the Situk, and the use of explosives to keep the salt-water channel open.

"The amount of explosives needed to impact the entire advancing face of the Hubbard Glacier would be quite large," the corps researchers wrote. Adaptations for the people of Yakutat might include changes in the tourism base, and at least a temporary look at the resources of other streams in the area, said Kalli, who is now working on an economic study. "Other fish runs from around Yakataga and Dry Bay may be able to take some of the brunt if they were to lose the Situk," Kalli said. When the people of Yakutat will lose the Situk is an open question, one you can get an idea of by checking out a laser rangefinder scientists installed at Gilbert Point (<http://www.glacierresearch.com>). The rangefinder measures the distance from the face of the glacier to Gilbert Point.

"It's pretty useful scientifically, and people in Yakutat can get on the Internet and see what the glacier's doing," Kalli 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*

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**4**0 Below Ink, a new Alaskan publishing company specializing in books by Alaskan writers, recently won an award from the Alaska Federation of

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"The love of liberty is the love of others; the love of power is the love of ourselves."  
—William Hazlitt

## Book Review — *Douggie: the playful pup who became a Sled Dog Hero*

BY BONNIE KENYON

**D**ouggie, pronounced dug-ee, is described as “the clown of the litter,” in Pam Flowers’ recent children’s book. From the title of her book, it is clear that Douggie didn’t remain “the class clown” but rose to stardom as Pam’s lead sled dog who ultimately led his owner and fellow dog team members on a dangerous 325-mile expedition to the Magnetic North Pole.

This 32-page book, filled with 20 color illustrations, depicts Douggie’s growth and determination to be a leader, in spite of the challenges and tests along the route. Persistence paid well for Douggie, but also for Douggie’s master. Pam saw potential in this exuberant youngster and her direc-

tion helped him handle those many challenges.

In *Douggie: the playful pup who became a Sled Dog Hero*, heartwarming qualities such as patience, perseverance and love help a rowdy puppy channel his energy and drive into becoming a leader—a wonderful example for all squirmy children and their parents and teachers!

Liv Arnesen, polar explorer, educator and the first woman to ski solo to the South Pole writes her praise of *Douggie*: “Pam Flowers’ new book is a wonderful story of hope for the pup Douggie—and maybe the rest of us, too. Douggie didn’t look or act like the other dogs, and his start as a sled dog was not promising. But, when little Douggie finds his purpose, he gives

more than hundred percent and ends up as the team’s hero! Jon Van Zyle’s paintings and colors give an extra dimension to the story—and makes me long to be back in the Arctic.”

I thoroughly enjoyed this recent release from Alaska Northwest Books and thankful for the opportunity to review and recommend it.

This book is unique, too, because it offers an activity and teacher’s study guide that was developed for classroom use. It will also be available to download from the publishers’ website:

[www.gacpc.com](http://www.gacpc.com)

*Douggie* is classified as juvenile nonfiction, comes in a softbound cover and sells for \$16.95.

## Chitina Clinic closes doors

BY SUSAN SMITH

**T**he Chitina Tribal and Community Health Center laid off its entire staff and closed its doors on February 15, 2008 after several months of uncertainty. The Chitina Traditional Indian Village Council (CTIVC) voted to close the clinic at their January board meeting. Although I approached one board member for a comment, I have received none at this time.

Members of the Chitina community immediately voiced their concerns to the Denali Commission (DC) whose million-dollar grant funded the design and construction of the 5-mile facility. CTIVC signed a business plan with the DC in 2003 assuring that the council had the financial and managerial ability to sustain the clinic for 30 years, keeping it open to the entire communi-

ty. A breach of that agreement would require the council to repay the entire grant.

After the recent public outcry, the DC asked CTIVC not to close the clinic and offered to help find staff. They also offered to send an accountant to help with bookkeeping. Some of these issues are apparently being negotiated now.

The clinic recently lost the services of its physician assistant (PA) who was forced to find employment elsewhere when she, and the rest of the clinic staff, lost their health benefits. She even offered to continue coming down through February but the board did not take advantage of that opportunity. Staff was being told at that time that they could only treat tribal members.

CTIVC must add a new resolution to their current contract with Indian Health Service which would

allow any provider in the clinic, mid-level or health aide, to operate under the guidance of physicians at Alaska Native Medical Center to treat both tribal and non-tribal patients. This plan would eliminate the major costs involved in keeping a mid-level provider on site. The Alaska Native Tribal Health Consortium also provides valuable services with the opening of their new business service which provides tribal management and billing assistance at no cost.

One tribal member has been hired to answer phones but several issues will have to be settled before treatment will begin again. Concerned citizens of Chitina have arranged for a teleconference meeting with the DC on February 28 to clarify their concerns. The issue remains ongoing, but at this time, normal services are suspended.

va Airlines. I was assigned to take his place at Chitina.

As the mining company began work early in 1965, the first order of business was to get the runway completed before the snow was gone from the high ridges of the Bonanza Range. Achieving this, they could then concentrate all efforts on mining. Early in the spring, Howard allowed me to ride along with him on one of their huge International TD-24 dozers as he plowed over aspen and willow trees on what would soon be the center line of this new runway. Just a day or so after that, I had some flying to do in the upper Chitina River area using Cordova Air's Super Cub. As an after thought, I threw in the McCarthy mail sacks at Chitina and headed up country. Sure enough, there was enough of a clearing by that time to allow me to land the Cub at the new McCarthy runway site. Our part-time airline agent there, Tom Gilmore, was also employed by the mining company that summer and happened to be operating the grader when I landed. I said: "Am I the first Tom?" Alas, Tom said: "No, Howard did it last night." I said: "Darn, but I can still say I made the first mail run into this strip."

That first was not much of a distinction but at least it was a positive one. By mid fall, I was to be involved in another first on this runway that was anything but positive.

The mining company had contracted with Cordova Airlines to haul their 50-gallon drums of ore to Chitina, where the big surface freight carrier, Lynden Transport, picked them up and backhauled the ore to the Tacoma smelter. Periodically, Cordova Air would bring a cargo Douglas DC-3, with crew, to Chitina and spend a day or so shuttling loads of ore between McCarthy and Chitina. Since my wife and I were agents, (as well as everything else) for Cordova Airlines, we had to make certain the DC-3 crews got

back and forth to the airport from the hotel in Chitina. One beautiful late September afternoon, after a day of flying, I coincidentally arrived back at the airport at the same time the DC-3 was returning from McCarthy. My friend Jim Branham was captain. Jim suggested that since a round trip took only a little over an hour and they still had to make one more, why didn't I just ride along. This saved me one round trip by road into Chitina or a wait at the airport for them to return. (Today, the road from town to the Chitina Airport has been significantly shortened and improved over what it was in 1965.)

Jim let the new and very qualified first officer, a fellow by the name of Davis, fly the entire leg. I rode between the pilots on the jump seat. Jim and I told war stories and gabbed the entire way. On the north approach and landing into McCarthy, Davis was in command while Jim functioned as the back-up pilot. They went through the check list and Davis landed the aircraft. A "grease job" at that, and my thought was: "Man, this guy is good." Seconds later and very early in our rollout everything went haywire. The DC-3, N91314, started vibrating something fierce and began drifting toward the west edge of the runway. My thought then was: "Wow, these are harder to land than I thought."

Jim went into action and took over; he was trying to get more power out of the left engine in order to correct the drift to the left. Both pilots were standing on their right brake pedals. Jim was yelling: "Why is it not (the engine) responding?" Seconds later the left wing began digging into the fresh gravel berms just off of the west runway edge; the next thing we knew we had exited the runway and were crashing down a slight embankment with the DC-3's nose tearing into the ground. Throughout this ordeal there was nothing but disorder, roaring and banging taking place all around us.

We came to rest in some small trees a few hundred feet west of and below the runway. A DC-3 has a tail wheel but our tail was still high in the air and the nose imbedded in the earth. I jumped out of my seat and began the climb "uphill" into the main cabin, just about that time the tail decided to come down. I went head over heels. Branham, who had been behind me, picked me up. We had three cargo handlers along with us; they sat in pull down seats just behind the forward bulkhead door. They were scared to death. The six of us ran down to the main cabin door and out into a huge dense cloud of dust created by the accident. Later, the crew up at the Bonanza would tell us that our dust cloud went hundreds of feet into the air.

The mining company also had a small crew on the ground at the airport, waiting to help load for our return trip. They worked under the direction of one of the partners, a fellow by the name of Tom Gibbons. Tom had asthma really bad. They were at the site immediately; I will never forget the surreal scene as we clamored out of the aircraft into all that dust, chaos and panic. As Gibbons led his little crew up to us his eyes were as big as saucers and he had a little inhaler device which he was holding over his nose while pumping on it like crazy.

I was so overloaded with adrenalin that I couldn't think straight. I believe Branham wasn't much better off. Our company radio was in Tom Gilmore's home down in McCarthy. Gilmore drove us down and Branham and I took turns talking to our home base in Anchorage, telling them all the gory details. I realized later that I did all this in high key, literally shouting into the mike. We told Anchorage that we completely ripped the left engine and propeller off the aircraft, the nose and left wing tip were badly damaged and all three blades on the right propeller were severely bent.

After a few moments of calm, the wise heads in Anchorage maintenance came back on and asked us if we were indeed certain that the left engine came off the aircraft. Perhaps only the nose case had sheared, allowing it and the propeller to fall free?

Branham and I looked at each other then asked Tom to drive us back up. Forty minutes later we were back on the radio and sheepishly told Anchorage their assumption was correct.

What caused all of this was that the tire on the left main landing gear had blown after landing, allowing the aircraft to assume a considerable lean to the left. That, along with the uphill characteristics of the south half of the runway, as experienced when landing to the north, provided just enough loss of ground clearance so that the left propeller tips touched the runway surface, which in turn prevented the left engine from accelerating enough to overcompensate for the drag resulting from the blown left tire. After that, once the left wing tip began

making contact with gravel berms near the edge of the runway, we were toast, so off the runway we went.

The next day, Howard brought a TD-24 down from the Bonanza. Using a ski hill tow rope that I flew in from Chitina, we towed the DC-3 back on the runway. A day later the airline brought in another DC-3 with mechanics, spare tire and wheel, two spare propellers and a gear box nose case for the left engine. Within hours the airplane was ferried back to Anchorage. It took months to repair all the metal damage to the fuselage nose section and wing tip as well as having to overhaul both engines.

The reason the nose area had been so badly damaged was due to the left engine propeller and nose case cart-wheeling into the side of the fuselage at that location. That was exactly where I was sitting. No wonder it was so noisy.

By the end of the flying season, I could boast that I was the first to land a mail plane at the new airport.

Unfortunately, I also had the dubious distinction of being on the first airplane to crash there too.

(For the airplane buffs: N91314 is still going strong. It has 32 passenger seats plus a crew of 3. It was owned and operated by Cordova Airlines from 1953 until their merger with Alaska Airline in 1968. It is technically a C-47 "Dakota" and not a DC-3, although only a mechanical expert can detect the difference. It was delivered in 1942 to the USAAF as 41-38589. United Airlines used it as NC17884 from 1946 till 1949. It went back to the military Air Material Command for a few years, but in 1953 it was bought by a broker and registered as N91314. Owners after that: Cordova Airlines, American Turkey Breeding Farms, Amherst Airways, Jim Hankins Air Service, Airgo Air Freight, Misty Air, Pacific Alaska Airlines, Yakutat Seafoods. In 1986 it appeared at the 50th DC-3 Anniversary at Abbotsford, BC. Today it is operated by Cascade Air and was pictured at Renton Field in 2006.)

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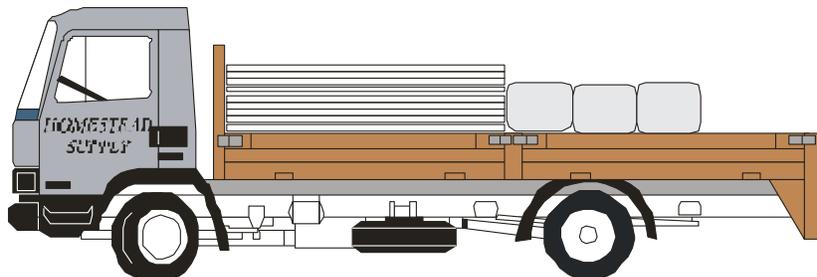
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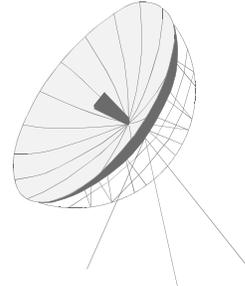
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# Cooking with Peggy

BY PEGGY GUNTIS

**H**i to all my cooking and eating friends. The holidays are over and we can stop preparing all those goodies - WRONG. It's Easter and the family and friends are expecting that wonderful home cooked meal again. I have a few recipes that just might help you through it, but FIRST, in the last issue I gave you a recipe from Linda Whitman for Peanut Butter Cookies. Unfortunately in the many proofreadings we missed something. Linda caught it and Rick e-mailed the corrections to as many of you as he could but just in case you didn't get the correction and because this is such a great recipe, I want to present it to you again now.

## PEANUT BUTTER COOKIES

½ cup margarine or butter  
 ½ cup peanut butter  
 ½ cup brown sugar  
 ½ cup white sugar  
 1 egg  
 1 teaspoon vanilla  
 1 teaspoon baking soda  
 1 ¼ cups flour

Cream butter, peanut butter, sugars, egg, and vanilla. Blend the dry ingredients into creamed mixture. FREEZE THE DOUGH OVERNIGHT. After frozen at least 24 hours cut the "hunk" into 1 inch size pieces without defrosting. Shape into balls. Roll in sugar. Place on ungreased cookie sheet about 2 inches apart. Press criss-cross with fork tines. Sprinkle again with leftover sugar. Bake at 375 degrees until done. Do NOT overcook. These really are good, folks, so give us another chance and give them a try!

*Do you remember reading in the last issue about the wonderful cookie exchange that was held at Audrey Edwards' home? Several people mentioned, via e-mail of course, that*

*the Seafood Casserole she served was fantastic, so I thought I would ask her for the recipe and pass it along to all of you. She gave me not only that one but her recipe for Chocolate-Covered Cherries that everyone has been raving about for years.*

*Audrey says she got the recipe for the SEAFOOD CASSEROLE from her copy of the 2008 Taste of Home Annual Cookbook. George Cebula from McCarthy came to visit us a few weeks ago so I thought I would try the casserole recipe and am I glad I did. It was great and definitely goes on my "serve to company list of recipes." It has shrimp and crabmeat in it but you could probably substitute any other seafood that you like. Preparation time is only about 20 minutes. It is suggested that reduced-fat or fat-free mayonnaise is not recommended. Here is the recipe:*

1 package (6 ounces) long grain and wild rice  
 1 pound frozen crabmeat, thawed or 2-½ cups canned lump crabmeat, drained  
 1 pound cooked medium shrimp, peeled, deveined and cut into ½ inch pieces  
 2 celery ribs, chopped  
 1 medium onion, finely chopped  
 ½ cup finely chopped green pepper  
 1 can (4 ounces) mushroom stems and pieces, drained  
 1 jar (2 ounces) diced pimientos, drained  
 1 cup mayonnaise  
 1 cup milk  
 ½ teaspoon pepper  
 Dash Worcestershire sauce  
 ¼ cup dry bread crumbs

Cook rice according to package directions. Meanwhile, in a large bowl, combine crab, shrimp, celery, onion, green pepper, mushrooms and pimientos. In a small bowl, whisk mayonnaise, milk, pepper

and Worcestershire sauce; stir into seafood mixture. Stir in cooked rice. Transfer mixture to a greased 13-in. x 9-in. x 2-in. baking dish. Sprinkle with the bread crumbs. Bake, uncovered, at 375 degrees for 40-50 minutes or until bubbly. Yield: 6 servings.

Note: We had some left over and it was just as good the next day!

*Next, I'd like you to have Audrey's recipe for Chocolate-Covered Cherries. I know she made them for several years at the cookie exchange and everyone loved them. She got the recipe from the Taste of Home Annual Cookbook 2004. Sometimes when you are confronted with a book of so many recipes it is hard to know which ones to try. She really has two winners with the casserole and the candy. Try this for Easter or for that very special family gathering.*

## CHOCOLATE-COVERED CHERRIES

60 maraschino cherries with stems  
 2 cups confectioner's sugar  
 3 tablespoons butter (no substitutes), softened  
 3 tablespoons light corn syrup  
 ¼ teaspoon salt  
 2 cups (12 ounces) semisweet chocolate chips  
 2 tablespoons shortening

Pat cherries dry with paper towels; set aside. In a small mixing bowl, combine the sugar, butter, corn syrup and salt; mix well. Knead until smooth. Cover and refrigerate for 1 hour. Roll into ½-in. balls; flatten each into a 2-in. circle. Wrap each circle around a cherry and lightly roll in hands. Place cherries with stems up on waxed paper-lined baking sheets. Cover loosely and refrigerate for 1 hour.

In a microwave or heavy saucepan, melt chocolate chips and

shortening; stir until smooth. Holding onto the stem, dip each cherry into chocolate; set on waxed paper. Refrigerate until hardened. Store in a covered container. Refrigerate for 1-2 weeks before serving. Yield: 5 dozen.

*Now I'd like to give you another recipe from McCarthy. It's from Dee Frady, who with her husband, Terry own the Fireweed Mountain Arts store in Kennicott, (some of you may remember that the store used to be on McCarthy Road as you drove in). I don't know what I would do without their wonderful gift shop. Bonnie and I love to make a day of it a couple of times during the summer: First we have lunch at the Kennicott Glacier Lodge, then go across the street to the Fireweed Mountain Arts gift shop and spend a couple of hours talking and choosing gifts for others or for ourselves, and then head down to the Mercantile in McCarthy for our ice cream. Can you think of a better way to spend the day! The recipe Dee sent is wonderful and as she says, "shamefully simple." This is another delightful treat that the ladies were able to eat at the cookie*

*exchange. If you need something wonderful but relatively quick to make, try these.*

### CHOCOLATE MACADAMIA NUT CLUSTERS

12 ounces semisweet chocolate chips  
2 tablespoons butter  
1 (14 ounce) can condensed milk  
2 cups macadamia nuts

In a 2-quart container melt chocolate chips until glossy and melted. You can use a microwave for a few minutes or the stovetop if you wish. Stir until smooth. Stir in softened butter until melted. Then add condensed milk and nuts. Mix well.

Drop by spoonfuls onto wax paper. Let dry. Then gently turn, so the underside dries as well. Makes a smooth, firm candy. Store in a tightly covered container for up to two weeks. Makes about 36 clusters.

Note: Can substitute any kind of nut, peanuts or raisins as desired.

*Now, how about one more "sweet" that was on the tray that day that is so looked forward to by the ladies in McCarthy. I've intro-*

*duced you to Peggy Smith before— she and her husband and daughters are the ones that make the lives of many of us in McCarthy so much easier by providing so much of what we need at their Mercantile. Peggy gave me this recipe for:*

### ALMOND COOKIES

2/3 cup butter  
1/3 cup sugar  
1 1/3 cup all purpose flour  
Dash salt  
1 teaspoon vanilla  
1 cup toasted almond slivers

Mix all the ingredients, shape into small balls, put on a greased baking sheet and bake at 300 degrees for 20-25 min. Cool on a rack.

*I'm hoping to get more recipes of the cookie exchange delectables in some of the forthcoming issues and I already have one for some delicious Guinness Stout Stew that I know you'll love so be sure to read next time. If any of you have something you would like to share, please send it to Rick at the paper. Have a great spring, everyone.*

## ▲ LOOK AT THE WEATHER

BY GEORGE CEBULA

A short November Summary. The average temperature for Nov. '07 was 18.0 (-16.6 in Nov. '06, 4.7 in Nov. '05 and 6.9 in Nov. '04), the high was 43 on the 1<sup>st</sup> and the low was -18 on the 30<sup>th</sup>. Total liquid precipitation was 1.45 inches (0.01 inches in Nov. '06, 4.71 inches in Nov. '05 and 1.30 inches in Nov. '04) and snowfall was 17.9 inches (0.5 inches in Nov. '06, 50.1 in Nov. '05 and 8.2 in Nov. '04). The snow depth was 2 inches on the 1<sup>st</sup> and ended the month with 9 inches.

December 2007 had about average temperatures and below average precipitation.

The average December temperature was 6.3 (6.3 in Dec. '06, 8.2 in Dec. '05 and -7.4 in Dec. '04). This compares with an average temperature of 11.0 taken by Mike Monroe at Kennicott. The high was 33 on December 8<sup>th</sup> (35 on Dec. 20, '06, 41 on Dec. 8, '05 and 41 on Dec. 23, '04) and the low was -29 on December 4<sup>th</sup> (-18 on Dec. 16, '06, -45 on Dec. 2, '05 and -31 on Dec 30, '04). Seven days had high temperatures of 20 or above and three days saw the low temperature dip below a minus twenty.

The December precipitation was 0.51 inches of liquid precipitation (0.85 inches in Dec. '06, 2.43 in Dec. '05 and 2.23 in Dec. '04). Total snow fall was 8.8 inches (10.4 inch-

es in Dec. '06, 7.8 inches in Dec. '05 and 21.4 inches in Dec. '04). The snow depth was 9 inches at the beginning of the month, increasing 14 inches on December 18<sup>th</sup>, and ended the month at 14 inches. Mike recorded 1.0 inches of liquid and 12.1 inches of snow at Kennicott.

The first 17 days of January 2008 is McCarthy data and the remainder of the month the data is from Mike Monroe at Kennicott. The McCarthy station was unattended from the 17<sup>th</sup>, until the 13<sup>th</sup> of February.

The average January temperature was 0.4 (7.0 in Jan. '07, 0.9 in Jan. '06, -1.2 in Jan. '05, and -15.6 in Jan. '04). The high was 37 on January 22<sup>nd</sup> (34 on Jan. 27, '07)

(Continued on next page)

and the low temperature was -23 on January 3<sup>rd</sup> and 5<sup>th</sup> (-41 on Jan. 10, '07). Seven days had high temperatures of 20 or above and five days saw the temperature dip below a minus 20.

January liquid precipitation was 0.43 inches (1.47 inches in Jan.

'07, 0.20 inches in Jan. '06, 1.03 inches in Jan. '05 and 1.05 inches in Jan. '04). Snowfall was 10.7 inches (19.2 inches in Jan. '07, 4.4 inches in Jan. '06, 12.1 inches in Jan. '05 and 15.5 inches in Jan. '04). Snow cover was 14 inches on January 1, increasing to 22 inches

on January 25<sup>th</sup> and ending January at 22 inches. Total snowfall so far for the 2007-2008 season is 45.2 inches and 7.97 inches of liquid.

After eleven weeks on the road (10,980 miles) and two Alaska Ferry trips, Sophie (my dear dog) and I are back in McCarthy.

**(Fran Morris obit. Continued)**

known each other since childhood in Kennecott and had lost contact until a reunion of the "Kennecott Kids." They shared many fun times with friends, especially at dinner parties, where guests enjoyed Jeanne's great cooking and hospitality. They both enjoyed bringing humor into each other's lives. Jeanne dedicated much loving energy during the past several years to supporting Frank as he dealt with a number of health issues.

Frank was a great storyteller. He particularly enjoyed telling others about his experiences from the pioneering years of Alaska to once-in-a-lifetime experiences in Iran. Although Frank was mild-mannered and soft-spoken and possessed a wry sense of humor, he had a well-developed reputation for knowing what

to do, how to do it and getting it done. He stated that his mother's ancestors wiped out General Custer and added, "We have lost the art of tomahawking, but not the desire." He said that his father's ancestors, along with Brigham Young, were driven west by Puritans.

He first joined the Pioneers of Alaska in the '50s in Nome and is a life member of Igloo #1. In 1997 he was elected 82nd Grand President of the Pioneers. Frank was a past member of the Fairbanks Rotary Club, past member of the Nome Chamber of Commerce, served on the Board of Directors of the Nome Rotary Club, was a member of the American Military Engineers, and a member of the Aircraft Owners and Pilots Association.

Frank is survived by his wife Jeanne, sister Lyle, sister-in-law Sue, children Deverick, Virginia and Allyn, son-in-law Roger Calloway, daughter-in-law Michelle Morris, stepchildren Gail and Paul, and grandchildren Alec, Jacob, Jack and Danielle. He was preceded in death by his son Paul, his second wife, Cynthia, and his brother Bruce.

A Funeral Mass was held at Juneau's Cathedral of the Nativity of the Blessed Virgin Mary on Saturday, January 12 at noon with a reception following in St. Ann's Hall.

Frank was allergic to flowers. In lieu of flowers, the family requests donations to Hospice and Homecare of Juneau (419 6<sup>th</sup> Street Juneau, AK 99801) or the charity of your choice in remembrance of Frank.

# LETTERS TO THE EDITOR

WSEN,

I was asked by Jerry's friend and family to speak at his funeral in Palmer, since it also fell on the last day the clinic would have a mid-level for a while I sent the staff in and remained on site at the CTCHC with Melodye Gilbert, PA-c. I lieu of speaking I sent the following to be read and posted in my stead:

"I have had the privilege of working with Jerry Van Ben Coten for the past year and a half at the Chitina Health Center, where Jerry wasn't just a coworker, he was a clinic family member and a true friend. There are rare people in

this world who truly make a difference in others lives. Jerry was one of these people. As a young medic serving in the Vietnam war, he began a life long path dedicated to healing others. He spent years working as a Physicians Assistant on the North-slope, built his Alaskan cabin in Nelchina, where he truly appreciated his rendezvous style life and toward the end of his life he dedicated his time to improving the health of people living in Chitina, McCarthy and Kenny Lake. Jerry had a way of telling us what we needed to hear, when we needed to hear it and it made a difference in the

lives of all of us who listened. He was a remarkable man, one who always spoke his mind and dedicated himself 110% to everything he believed in. He was not only a gifted practitioner, he was a wonderful mentor, and the type of person you knew you could always count on. Jerry will live on through all of us who's lives he touched and changed for the better. I for one will live a better life for having known him and will appreciate knowing I have someone with his integrity and character watching over me. Cheers our friend... Krissy, Michael and Niish-jaa Winter"

January 15, 2008

Rick and Bonnie,

Can't get enough of your news! Keep up the wonderful job!!

Pat & Leah O'Donnell

Virginia Beach, VA.

January 14, 2008

Dear Bonnie,

Thanks for the reminder. George Sullivan of Anchorage introduced me to WSEN which I love to read. My parents spent the first year (16 mos.) of their married life in Kennicott —1927 to 29 living in the hospital as he was the only doctor in the area. The Copper Co. hired my dad just as he completed his training at Johns Hopkins.

Henry (Pete) and Emily Petersen adored Alaska and regaled me, my sister and brother with their stories. Mother taught piano, played for the silent movies, etc...

I admire you and Rick from afar. Blessings in the new year to you and yours —

Mary Attwell

Houston, TX.

## Drained lake holds record of ancient Alaska

BY NED ROZELL

Not too long ago, a lake sprung a leak in the high country of the Wrangell-St. Elias Mountains. The lake drained away, as glacier-dammed lakes often do, but this lake was a bit different, and seems to be telling a story about a warmer Alaska.

The lake, known as Iceberg Lake to people in McCarthy, about 50 airmails to the north, had been part of the landscape for as long as people could remember. Pinched by glacial ice, the three-mile-long, one-mile-wide lake on the northern boundary of the Bagley Icefield was remote but notable enough that it was the cover photo for a recent book about hiking Wrangell-St. Elias National Park.

When McCarthy guide Richard Villa visited the area with a client in the summer of 1999, he was stunned to see the lake, which had lost much of its water. Villa later told Mike Loso, a Kennicott resident part of the year and now a professor at Alaska Pacific University in Anchorage.

Loso flew to the lake the next summer with Bob Anderson and Dan Doak, scientists who also reside in McCarthy for part of the year. The men saw a muddy lakebed where Iceberg Lake had sat

for so long. Streams of meltwater had cut through the mud, making sharp canyons. Loso, Anderson, and Doak hiked into the gullies and saw on the walls many layers of the former lake bottom. They knew that each two layers of sediment—a thinner layer of fine-grained deposits that settled in winter and coarser sand forced in with summer runoff—represented a year in the life of the lake.

“We eyeballed these layers and said—Wow, there’s at least 1,000 of these things,” Loso said.

Scientists often pull plugs of sediment from the bottom of lakes to find an ancient record of pollen, dust, ash, and other things that have drifted, or flowed in over the years, but their records usually don’t go back farther than the Little Ice Age, a cold period from about 1600 to 1850 when many glaciers advanced. Those glaciers plowed over most of the landscape, but Iceberg Lake seemed to have escaped the gradual assault.

“(Iceberg Lake) is pinned between these two glaciers just far enough away that it didn’t get overrun by the Little Ice Age (glaciers),” Loso said.

So instead of having a record of just the last few hundred years, the floor of Iceberg Lake held a continuous record from 1998

back to A.D. 442, a span of more than 1,500 years.

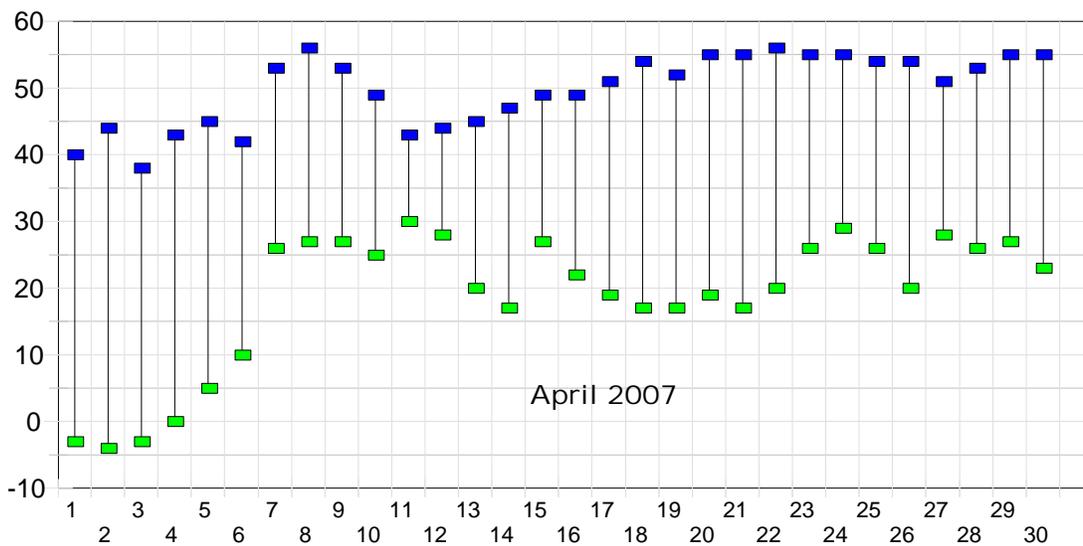
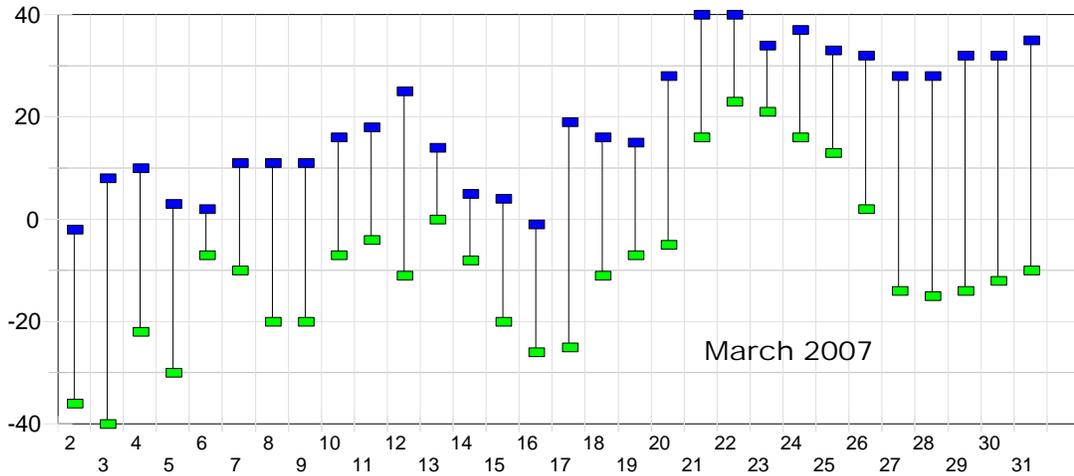
That record is unique in that it seems to preserve a time of warmer temperatures called the Medieval Warm Period that happened before the Little Ice Age.

“It’s the most recent time period warm enough to be comparable to the present,” Loso said.

When Loso and his colleagues used the thickness of layers (called “varves”) to interpret warmth in the area of Iceberg Lake, they found that summer temperatures in that part of the state were warmer in the late 20<sup>th</sup> century than they were during the Medieval Warm Period.

Not only that, they saw that Iceberg Lake had never drained during the Medieval Warm Period. Since the catastrophic leakage in 1999, the lake has drained of meltwater every year except for 2001. With such erratic behavior after centuries of stability, Iceberg Lake might be saying that Alaska has been warmer recently than it has been in a long, long time.

*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.*



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