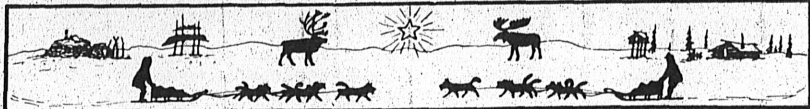


Tundra Times

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Inupiat Pitot People's Heritage
Den Nena Henash Our Land Speaks
Unanguq Tunuktaug The Aleuts Speak



Tlingit
Ut kah neek Informing and Reporting

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AHTNA-ALYESKA IN CONTRACT



Multi-Million Dollar Construction Services

ANCHORAGE — Ahtna, Inc., one of the 12 Native Regional Corporations in Alaska, has negotiated a multi-million dollar agreement with Alyeska Pipeline Service Company to provide civil construction services, rights-of-way and gravel and other building materials for the trans Alaska pipeline project.

Officials from the regional and village corporations and from the pipeline company were to sign two major contracts in a ceremony held here yesterday. Gov. William Egan and other dignitaries were expected to attend the ceremony at the Anchorage Westward Hotel.

Under terms of the first contract, Ahtna's wholly owned subsidiary, Ahtna Construction & Primary Products Corp., in joint venture with Rogers & Babler Inc., will provide earthwork and related services within the Ahtna Region. About 140 miles of the pipeline, from the Paxson area south to a point below Chitina, will pass through the Ahtna region.

The construction services to be performed under the contract include building access roads, preparation of material sites and disposal sites, the mining, processing and hauling of gravel, and right-of-way clearing. Ahtna will supply the personnel for the construction work. Between 30 and 100 workers will be employed in this civil construction work during the three-year project.

The necessary equipment for the project — tractors, loaders, trucks, etc. — will be supplied by Rogers & Babler, a division of Energy Company of Alaska. Rogers & Babler will also provide managerial service.

Under terms of the second contract, Ahtna will provide rights-of-way and leases for the pipeline, roads and related project facilities on property acquired by the Native corporations under the Alaska Native Claims Settlement Act.

Additionally, the contract provides for the sale of rock, gravel and sand from the Ahtna property to Alyeska for use on the pipeline project.

"Through these contracts with Alyeska, the Ahtna Regional Corporation will be able to achieve two important goals."

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THE PERSONAL SERVICE which is a watchword with Wien was evident even in 1925 when Noel Wien made the first commercial flight between Fairbanks and Nome. Here Fairbanks Mayor Dr. F. Dela Verge (in derby) hands Noel a letter for personal delivery in the Bering Sea city some 560 miles distant. The Fokker monoplane left Fairbanks June 5, 1925 and made the flight in 7 hours and 40 minutes. Cost of that first charter was \$1,500.00.

Great Aviation Pioneer— Great Honor for Flyer Noel Wien

By MARILYN RICHARDS
Fifty years ago, July 15, 1924, Noel Wien made history. Wien made the first flight between Anchorage and Fairbanks flying a surplus World War I bi-plane. The plane was a Hisso-Standard J-1, the engine an interno Louisa Spanish design. It was known as a Jenny Canuck because it was built in Canada.
Commemoration of the anniversary was two-fold. Gov. William Egan declared July 15 Noel Wien Day.
Wien and his son, Boeing 737 jet captain Merrill Wien repeated the same flight Monday. Merrill flew as Dad narrated how it was to fly without instruments and radio. Champagne and cake were served on all flights that day. Dinners and cocktail parties were held in both cities.
Also aboard the anniversary jet were several pioneers who had witnessed either Noel's take-off from Anchorage or the landing in Fairbanks.
The jet made the trip in 40 minutes, a far cry from the Hisso which originally made the trip in three hours and 45 minutes at an altitude of 8,000 feet. The jet cruised at 26,000 at 500 miles per hour.
Wide open the Hisso could reach 85 miles per hour though it cruised at 60 with its 150 horsepower water-cooled engine.
To make the flight an extra gas tank holding 75 gallons was installed in the center of the plane. Noel took off from Anchorage not knowing of any air fields between Anchorage and Fairbanks.

"It was a startling day. With the clear weather we had a beautiful view of Mt. McKinley." Wien flew at 8,000 feet until he came to Nenana. "The smoke was the thickest ever. It was plenty weird on that part of the trip." For the rest of the way he had to follow the railroad tracks.
The first thing he saw when he came to Fairbanks was the experimental farm, then the college. "There was still a lot of smoke there," he added.
Wien still had to fly another mile and a half to get to the Fairbanks airport, Weeks Field, now a subdivision.
Wien, who has been flying for 53 years, started out barnstorming in Minnesota. He still has his commercial pilot's li-

cense, Number 2345 issued in 1926 by the Federation Aerionautique Internationale and signed by Orville Wright.
He made the first round trip flight to Siberia in the late 1920's in a Hamilton aircraft, the same plane in which Ben Eielson was killed.
"I love Alaska very much. I feel it's commonplace to be flying in Alaska," he said.
After arriving in Fairbanks, Noel began commercial flights to mining camps and villages in the area. Between 1924 and 1930 Noel began making a number of firsts. He made the first trip across the Arctic Circle, the first flights to Fort Yukon, Nome, Point Barrow. He also made the first flight to Alaska
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Complete Annual Meetings— Village Corporations

Village Native corporations within the Arctic Slope Regional Corporation have all completed their first annual meetings and announced election results in Uqalugaanich, the ASRC newsletter.
The board of directors of the Atkasook Corporation, for the village of Atkasook, has elected Joe Akpik president; Phillip Teerik, vice president; James Aiken, treasurer; Lloyd Nashanik, secretary; Walter Akpik, land chief and David Simmonds

and Margaret Ahngasak, members.
For the Ukpeagvik Inupiat Corp. at Barrow, the officers are Arthur Panigeo, president; Arnold Brower Sr., vice president; Lloyd Ahvakana, chairman; James Matumeak, vice chairman; Lewis Suvlu, treasurer; Roy Nageak, secretary and Al Hopson Jr., member.
Dempsey Bodfish is the new president of the Olgoonik Corp., at Wainwright, with Jerry Panik,
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St. Mary's U Is Host— Non-Western Cultural Seminar

By HOWARD ROCK
Times Editor
A wonderful trip to Halifax, Nova Scotia was a fine experience once a party of four of us got there. But, getting there and on the return trip was another thing.
On leaving Fairbanks, Alaska for the maritime city of Halifax this editor was personally told by a representative of a travel agency that we had to overnight in New York City. And on getting together for the trip, Lela Oman Gray of Nome and Ketchikan, Alaska, told us we were to

go on to Halifax that same day. There was a mix-up.
We would have had to stay in New York anyway because we encountered a soupy fog around the J.F. Kennedy Airport and had to circle long enough to miss the flight to Boston where we were to board an Air Canada jet. That was the second bothersome little incident enroute.
The next day, we boarded a jet from JFK for Boston. On arriving, we found that a plane that was to get us to Halifax would not start operating until

July 1, two or three days hence. Third little bothersome incident. However, two very helpful personnel members of Air Canada managed to get us a passage to Halifax the next day after another overnight in Boston.
We finally landed in the Nova Scotia city on the third day of travel from Fairbanks and things went superbly well for the next two weeks.
CULTURAL SEMINAR
There were four in the traveling party: Paul Greene of Kotzebue, Alaska, who proved to be a

first class Eskimo entertainer. Paul had a goodly number of Nova Scotians, Nigerians, Guyanese, American Indians doing the Eskimo dance much to the genuine delight of the participants; Grace Slwooko, a writer from Gambell on St. Lawrence Island; Lela Oman Gray from Nome, writer of Eskimo legends, and myself.
The long trip was to attend a seminar on Non-Western Humanities in the Americas.
The minority cultural seminar proved to be one of the most en-
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