

A Czarist Russian docu-

Alaska, kept secret from A-

laska Natives and the American public for more than

100 years, was known to U. S. Government officials, according to an Aleut tribal

poration and Chairman of the Board of The Aleut Corporation, told the Tun-dra Times this week that Aleut Tribe of the Pribilofs is continuing to pursue a property claim based on unconditional property rights which the tribe believes were not extinguished by the Alaska Native Claims Settlement Act of 1971

Earlier this month, the Tundra Times obtained and published a copy of the "Kostivizov Memorandum"

in which the Imperial Russian Government told the United States in 1867 that

the Czarist Government did not exercise dominion over

most of the territory of A-

laska, and further confirm-

AFN meets,

banquet set

In keeping with UNICEF's theme, "The Year of the Child", the Alaska Federation of Na-

tives (AFN) 13th Annual Con-vention, chich will be held No-

vember 103 at the Westward Hil-

ton in Anchorage, will focus on the theme "Action Today for our Children Tomorrow."

The three-day event will cul-minate on November 3 with the 14th Annual Tundra Times Ban-

newspaper and begins at 8 p.m. The site is the Sheraton Hotel.

Alfred Grant, who hails from Ta-

Frank Degnan, old-time Native leader and politician who was in-

strumental in the passage of the Native land claims settlement.

The Master of Ceremonies is

The keynote speaker is

The banquet serves as a fund-raising event for the coun-try's oldest Native American

quet.

nana.

Merculieff. President of the Tanadgusix Cor-

leader. Larry

(ANCSA).



'Spirit of the Wind' premieres

The premiere of "Spirit of the Wind" was held last week in Fairbanks and Anchorage. The feature length film is based on the life of dog sled champion George Attla. Actors starring in the film include Chief Dan George, famed Canadian actor, Pius Savage of Holy Cross (in photograph above), William Ambrose of Nulato, and George Clutesie, well-known Canadian actor. Raven Pictures and Doyon Limited produced the film. A por-trait of George Attla, by Yupik artist Moses Wassilie, is on dis-play in the Commodore Room of the Anchorage Westward Hilton this week, and will be auctioned Saturday evening at the Tundra Times Banquet in the Howard Rock Ballroom of the Sheraton Anchorage Hotel on Calista Square Photograph by Rebecca Rainey

Part one of series -FAA charged with history of anti-Native bias

By MARTHA UPICKSOUN Staff Writer

The federal government is the largest employer in the state of Alaska. The Federal Aviation Adaska. The Federal Aviation Administration (FAA), a divi-sion of the Department of Trans-portation, employs 1600 Alas-kans in rural and urban sites. Although roughly 20 out of

100 Alaska residents are Alaska Natives (Eskimos, Indians and Aleuts), only 80-90 Alaska Natives are part of the FAA's 1600

full-time, employee roster. This means that, while Natives comprise 20 percent of the state's population, only 5 percent of the FAA's staff are Alaska Na-tives. Furthermore, three-quarters of this 5 percent figure are employed in clerical and lowwage positions.

It comes as no surprise that two ancestors to Alaska's first inhabitants, an Aleut named Frank Pagano, and a Tlingit Indi-(Continued on page 6)

Native Lawyers -McNeil, Kavasharov pass Bar

By Patrick Anderson

Two Alaska Natives were identified as being among the seven-ty law school graduates who passed the July 1979 Alaska Bar Examination. A total of 101 hopefuls took the exam, which

must be successfully passed in order to practice law in Alaska.

Sarah Kavasharov. Aleut an who is currently working for the office of the Attorney General in Juneau, responded to the good news with a big "Hurray." A May 1979 graduate of the law school at Boalt Hall, part of the University of California at Ber-keley, Sarah plans to remain with the Attorney General's of-fice for a while fice for a while.

Part of her motivation for at-(See LAWYERS, Page Five)

ed the Russians did not inment on land ownership in ... terfere or dictate internal property divisions among A-

case with Russian lawyer

Native tribe continuing land

leuts and other Natives under Russian jurisdiction. (Continued on page

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Asks village beacons — Wien Twin Otters back to Bethel bush



Wien Air Alaska Twin Otter being met by Native villagers

Wien Air Alaska has announced that a number of De-Havviland Twin Otter airplanes have been returned to service on bush routes serving villages in the Bethel area.

"These aircraft will be supplementing the service of Wien subcontractor Bush Air, in a continuing effort by Wien Air Alaska to improve passenger, mail and freight service to the outlying communities," Wien spokesman Jerry S. Riggan announced this week.

Wien also released a copy of a letter from company president and board chairman James J. Flood to U.S. Senator Ted Stevens in which Flood requested federal and state action to install navigational aides at village airports.

Wien's Twin Otter service on bush routes serving rural villages was suspended in 1976. A number of navigational beacons, which assisted pilots in locating village airstrips, were shut down about the same time. Another carrier serving many villages in the Bethel area, SeaAirmotive, has continued to operate the popular Twim Otter aircraft. Wien also announced last month that it is considering alternatives for replacing bush service currently provided by subcontractor Munz Northern Airlines in the Kotzebue and Nome areas. The contractual arrangement expires in December of this year, and has been the subject of controversial public debate between the two carriers. Munz has claimed that payment from Wien under the contract has been insufficient to pay for the cost of village service, while Wien has argued that the Nome-based carrier has been adequately compenstated but has not provided adequate service due to internal management problems.

In a letter sent to Senator Stevens, the Alaska Congressional Delegation, and Governor Jay Hammond in late September, Flood wrote, "If simple beacons were installed at village airstrips, we could make more landings in poor weather ... Overall transportation costs can be re-duced. These savings will be reflected in the passenger

(Continued on page 7)