

FRIENDS CONGRATULATE HOWARD POLLOCK

More than 200 friends and supporters attended a cocktail party at the Fairbanks Curling Club last Wednesday night to greet and congratulate Congressman Howard W. Pollock on his re-election. Mrs. Mary Anne Pollock accompanied her hus-

band to Fairbanks Wednesday to share in the local tribute to the Republican standard bearer.

"We sincerely appreciate that Howard has chosen to share his well deserved re-election with us in the Interior in this manner," was the comment of Mrs. Edith Holm, whose husband, John, is one of three Republicans re-elected to the Alaska House of Representatives.

Also commenting upon Congressman Pollock's immediate post-election return to Fairbanks was Bob Bettisworth, local contractor, who observed "Alaska has had, for the past two years, the finest representation in Congress. And we appreciate the fact that Howard does indeed come back to get our views on many items of vital interest to the Interior and to all Alaska." Congressman Pollock, Mrs.

Pollock, Washington administrative assistant Henry Albert, personal secretary Terry Warwick and office secretary Rhoda Forslund, a resident of Kotzebue before joining the Pollock staff, completed the Pollock party.

OJT at Barrow

Leonard Monaghan, OJT Coordinator, will be in Barrow on Tuesday, November 12 to meet with local firms interested in setting up on-the-job training programs to train and retrain workers by contractual arrangement with the Alaska Federation of Natives.

Fairbanks employers desiring information, and those persons wishing to apply for on-the-job training may contact Mr. Monaghan at the Alaska State Employment Service, 729 Sixth Avenue, 452-1501.

Anchorage Banquet

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the Cook Inlet Native Association, to ask him and his organization to assist in the preparation of the banquet.

The AFN and the CINA will also work on the procurement of food, location of the banquet, and decoration of the banquet hall in line with the native cultural atmosphere of the Tundra Times seventh anniversary dinner.

The Anchorage based native organizations will also contact groups with experiences in assembling arts and crafts shows with the hope of getting their help to assemble the finest native art items fashioned throughout Alaska aimed at a most ambitious and elaborate native art exhibition in Alaska.

When interested persons have been contacted who would help to assemble the art items, Times editor Rock said he would be willing to have a meeting with them in Anchorage to help to formalize plans for the exhibition.

As it was done at the Tundra Times October 5 banquet in Fairbanks, a nationally known figure will be sought to be the

keynote speaker at the Anchorage banquet. That person, it is hoped, is expected to be one who has wide interest in the native arts.

Secretary of the Interior Stewart L. Udall was the keynote at the times banquet in Fairbanks.

The Tundra Times cultural banquet, the committee hopes, will be a vehicle to promote the arts of the native people of Alaska.

"I think this off-election year banquet should be held in different cities every two years so we can get the people of Alaska acquainted with the arts of the native people and the Tundra Times," said Mrs. Dorothy Perdue, secretary of the Times board.

The details of the native art exhibition and the banquet will be publicized in the Tundra Times as they develop.

Those who participated in the Tundra Times executive committee decision to hold the Anchorage banquet were: Dorothy Perdue, Mrs. Mary Jane Fate, Prof. Jimmy Bedford, Thomas Richards, and Howard Rock.

Gravel Vows to Serve

In his wire to the editor of Tundra Times, Mike Gravel said that the returns indicate that he will be the next U.S. Senator from Alaska.

"I will do my best to represent the people of Alaska and act as a responsible leader in the nation's most exclusive forum," said Gravel.

Tiny Tankers . . .

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off from the limited strips.

After bidding and getting the contract, both men were subject to no small amount of ridicule from other operators in the area.

"It couldn't be done, they told us," said Tommy. "All their thinking ran along lines of carrying reloaded barrels of oil to the villages, rather than the bulk product. We had a different idea."

"We picked two of our planes for the job, a Cessna 206 Super Turbo Skywagon and a Piper Cherokee 300, because they both had big cargo doors and the seats were easily removable. Greer Tank and Welding in Fairbanks made us a pair of 180 gallon tanks that would just fit through the doors, and we fastened them down to the cargo fittings. Big two-inch pipe at the end of the tanks allowed for quick unloading when tied into a small gasoline pump at the villages."

On Sunday, Sept. 22, the installations were complete and Tommy flew to Ft. Yukon where he and Cliff made a couple of trial runs into Chalkyitsik.

They loaded from a thousand gallon tank on skids that had been dragged out to the airport from the Standard Oil bulk plant there.

"It was better than we expected," Tommy reported. "Loading was slow, about 20 minutes, using gravity flow from the big tank, but the off-loading was wonderful. We could empty the 180 gallons in three minutes flat. Flight time between Ft. Yukon and Chalkyitsik took about 20 minutes."

Monday morning, Jim Pippin, Ft. Yukon Air Service pilot who was to fly the Super Skywagon, came up from Fairbanks, and he and Cliff settled into a more or

less regular schedule.

Weather turned out as predicted, a worse problem than the short airstrips. Wednesday and Thursday the first snow of the season arrived.

It was only a couple of inches, but visibility was reduced to a few hundred feet and both Jim and Cliff spent most of the day reading magazines at the Ft. Yukon Lodge which Cliff owns and operates.

By the end of the week, however, almost 17,000 gallons had been delivered and the weather had improved so that almost 12 hours a day was spent flying back and forth between fields.

Earlier in the week, a small electric pump had been added to the big bulk tank, which cut the loading time from 20 to 10 minutes. Total time for each trip was now down to 55 minutes, which helped considerably.

By Tuesday of the second week, the 25,000 gallon order for Chalkyitsik had been delivered, along with about a dozen barrels of lube oil. Cliff Nelson, another Ft. Yukon Air pilot, flew in from Fairbanks to replace Pippin, and the two Cliffs, Fairchild and Nelson, began the Venetie run.

No real trouble was encountered with the second part of the contract there, although weather slowed the operation on several occasions. The longer strip offered no problems in landing and the entire operation was counted a huge success.

Two bush pilots, their airplanes, and a little imagination had succeeded in making sure that the children could go to school this winter in warm, comfortable buildings like their fellow students in the big cities.

Who says Alaska isn't civilized?

Barrow Whalers

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On Thursday, Joe Felder, a bush pilot, located the Tuke crew about 30 miles east of the farthest north mainland point of land, Point Barrow.

The whale, first thought to be 60 tons, was even bigger according to Sam Taalak, manager of Barrow Utilities.

"They said the whale was closer to 70 tons," Taalak said.

After harpooning the huge mammal, Joash Tuke and his crew along with the help of Ben Itta's crew, started to tow the animal during which time Tuke's crew ran out of gas.

Sensing trouble, Ben Itta's crew was sent back to Barrow to get help and reached the village with just barely enough gas.

News of the whale catch spread through Barrow.

Some motorboats began to reach the whale catch area but heavy slush on the sea hampered their progress.

A plane was dispatched to pinpoint the location of Joash Tuke and his crew but returned without locating it. Hours of search began thereafter until some time on Thursday, October 31, when Joe Felder located the whalers 30 miles east of Point Barrow.

Mobil Oil . . .

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Looking at the question of training Alaskans as oil field workers on a broader basis, we would welcome the opportunity to work on such plans with the State of Alaska, its Commissioner of Labor and its educational institutions. In reply to a proposal from the Commissioner of Labor for the Development of a training project, Mobil wrote as follows:

"Mobil Oil is concerned and interested in your effort to establish a strong Alaskan labor pool for utilization in the petroleum industry.

"Regarding the drilling operations, we do not at this time own any drilling equipment since economic studies have indicated it is more desirable to have this work performed by drilling contractors specializing in this field of work. In recent years oil fields discovered are generally so small in area, variable in depth, and so scattered geographically that movement of equipment and shutdown time generally precludes individual oil companies from owning drilling equipment.

"Historically, the training for drilling operations has been on the job type training and your suggested method probably has considerable merit, especially if expanded to include equipment of the type generally used in the full cycle oil industry operation from drilling through production. We are thinking in terms of instrumentation, pressure and treating vessels, regulators, etc.

"Expanding on your idea—it seems that a program in conjunction with the University of Alaska would be particularly efficient and productive. The training program could be developed with the University representative acting as chairman of a committee composed of knowledgeable oil industry representatives.

"Mobil Oil Corporation will seriously consider participation in any specific plan you may adopt to attain your stated objective."



TINY TANKER—Tom Olson, owner of the Ft. Yukon Air Service, right, is standing by his Cessna 206 he and his pilots converted into a tiny tanker to transport fuel oil to the villages of Chalkyitsik and Venetie deep in the interior of

Alaska. Greer Tank and Welding Co. of Fairbanks fashioned 180 gallon drums to fit the cabins of the Cessna 206 and Cherokee 300 for the transportation of oil.

—Photo by C.H. DARBY