

Exploits of Noel Wien— An Exciting Saga

From PUBLISHERS' WEEKLY: **PIONEER BUSH PILOT: The Story of Noel Wien.** Ira Harkey. University of Washington Press. \$12.95

A Pulitzer Prize journalist (1963) brings his considerable skill to the biography of Noel Wien, a man of unusual achievements. Readers will be less thrilled by the record of Wien's heroic deeds, than by his unassuming personality and lack of flamboyance. The dash and recklessness of other pioneers in aviation have made them well known, while Wien has remained relatively obscure. Harkey's book may remedy that. Wien was the first Alaskan bush pilot, first to fly over the Arctic Circle; he inaugurated the commercial flights between Fairbanks and Nome — as Harkey says, the list of his firsts is almost endless. A Minnesota farm boy, the pilot was a poor student who left school early, saved every nickel he had earned and invested it all in flying lessons. His life and those of all the colorful people with whom he was involved make for invigorating reading. Photos.

From Lowell Thomas:

"The transition from the age of dog sled to the age of Wien began in the 1920s when bush pilot Noel Wien made the first flight from Fairbanks in the interior to Nome out on the Bering Sea . . . The story of Wien's endless flying adventures is told in **PIONEER BUSH PILOT.**"

From Jimmy Doolittle:

" . . . a gripping story of the early days of aviation. It is a fine tribute to a truly great pilot who had a very important hand in the development of aviation in Alaska."

From AEROSPACE HISTORIAN

"Do not pick up this book unless you are prepared to spend a long evening with it . . . Aviation buffs regardless of professional standing or background will be hard-pressed to lay it down until the last page is read."

PIONEER BUSH PILOT is the first published account of the pilot who opened up Alaska to the outside world, told by a

distinguished Pulitzer Prize-winning journalist.

This is the exciting story of Noel Wien, Alaska's pioneer aviator; the thrill of his first flight, the intricacies of stunt flying, the rigors of Arctic aviation, the ordeals of his forced landings and confrontations with the Alaskan terrain and climate.

Communication and transportation facilities throughout Alaska's rugged land were very limited in 1924 when 25-year-old Noel Wien arrived in Anchorage as part of Jimmy Rodenbaugh's vision to bring commercial aviation to the Far North. With 538 hours of barnstorming and aerial circus stunt flying to his credit, spiced with a boundless love for flying, Wien was prepared for the task.

From his bush piloting days through the years spent developing Wien Air Alaska with his brothers, Wien built up a long list of "firsts": he was the first to fly from Anchorage to Fairbanks, to fly commercially from Fairbanks to Nome and from Fairbanks to Seattle, to fly and land beyond the Arctic Circle, and to make a round-trip flight between Alaska and Asia.

These aviation milestones brought the people of Alaska closer; supplies could be taken to settlements previously serviced only by dog sled; sick persons could be transported quickly to hospitals; and Alaska was opened up to the outside world.

Ira Harkey, a journalist, received a Pulitzer Prize for distinguished editorial writing in 1963 and was Carnegie Visiting Professor at the University of Alaska in 1968-69. He is the author of "The Smell of Burning Crosses (1967).

"The story of Noel Wien is one of the great sagas in the history of aviation. He lives in these pages and should serve as an inspiration to every man who still believes the individual is important." —Ernest K. Gann

"The story of a generation of giants — men of personal discipline and courage who had a vision of the future of Alaska." — Senator Ted Stevens

BLM Land Issues

No. 27 — Who has the responsibility for identifying grave sites and other historic places to be turned over to the Alaska Natives under the terms of the Land Claims Act?

Answer: The 12 regional corporations are responsible for identifying places of historic and cultural importance to the Natives of their regions. Each region must submit an application for "selection on each historic site to the Bureau of Indian Affairs which will certify the site and recommend the amount of land to be included in the transfer of title after consultation with the National Park Service.

No. 28 — Did Secretary Morton ever respond to Native complaints about the way in which allotment applications are being rejected?

Answer: Yes, on July 30, Under Secretary Roy Hughes wrote a letter to Roger Lang, AFN president, answering each of the 23 points brought up in discussions with Secretary Morton earlier in the summer.

The letter states that every person applying for an allotment will be told ahead of time the date on which BLM will examine his or her allotment and will be asked to go with the field examiner to the allotment. If the applicant cannot go, he may appoint someone to go in his place. If he does not send someone to go with the examiner, the village council will be asked to appoint someone.

The letter also states that if an application is going to be rejected on the basis on the evidence reported in the field report, the applicant will be notified that he has 60 days to provide additional evidence. This can be in the form of an affidavit about his use of the land.

No. 29 — What is an affidavit?

Answer: An affidavit is a signed statement by a person that tells some fact or facts he knows through his own experience. The person making the statement takes an oath that what he says is true and he signs the paper with his name. Under law, a person who lies on an affidavit can go to jail if the court finds that he did not tell the truth on purpose.

WAA Reports Record High Earnings in 1974

ANCHORAGE, Alaska (Oct. 30, 1974) — Wien Air Alaska recently reported record high earnings in revenues for the third quarter and first nine months of 1974.

Net income for the three-month period was almost twice that of the total of the last five years for the Alaska air carrier according to Raymond I. Petersen, President.

During the quarter, earnings increased 147 per cent on a sales increase of 51 per cent. The third quarter of 1973 was the most successful in company history until this year's performance. Wien Air Alaska earned \$2,316,000 or 62 cents per share on sales of \$8,252,000 for the same quarter of 1973.

For the nine months ended September 30, 1974, Wien earned \$3,067,000 or 82 cents per share on sales of \$28,080,000 compared with income of \$679,000 or 19 cents per share on revenues of \$19,727,000 for the same period of the prior year.

Mr. Petersen attributed the dramatic increases to the sharp improvement in the Alaskan economy stimulated by construction of the trans-Alaska pipeline and by payments to native Alaskans resulting from the Alaska Native Claims Settlement Act.

"It is also significant to note that we continue to have success in holding down our expenses," he pointed out. "While revenues were rising 51 per cent in the third quarter, expenses grew only 36 per cent. The nine-month performance is even more impressive with a revenue gain of 42 per cent compared with an expense increase of only 26 per cent."

Mr. Petersen noted that while passenger revenue in September declined slightly from the all time high figure recorded in August, it was still almost 75 per cent greater than that of September, 1973.

"We anticipate that our traffic will remain strong throughout the winter," he stated. "And that the lower levels of activity that have been traditional during winter months will not be experienced."

Alaska's oldest airline, Wien Air Alaska, traces its history back to when Noel Wien made his first commercial flight in the

state in 1924, and now operates a route system in excess of 10,000 miles to more than 170 points with principal routes served by Boeing 737 jets aircraft.

The Airline is the only federally certificated carrier providing service to the North Slope oil areas and camps along the northern section of the pipeline route. Common stock is traded over the counter.



The Fitzroy Cocktail of the Australian "out back" consists of methylated spirits, ginger beer and one teaspoonful of boot polish!

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By FNA, JCPenney— Donates Manhandler

The Fairbanks Native Association Comprehensive Alcoholism Program announces the donation of a "Manhandler" snow machine from the J.C. Penny Co. of Fairbanks.

The machine will be used as a part of the recreational therapy program. This component of the intensive four week re-education and rehabilitation program is designed to help participants devel-

op new interests and activities to enjoy during the time previously spent consuming alcohol.

Plans for setting a rabbit trap line near the Tanana River, and holding classes in snow machine maintenance are underway, according to Linda Welch, Occupational Therapist.

The donated machine had been returned to the store by a customer because of a defective starter. Jim Burkeholder of Penney's has arranged that the needed parts to repair the starter will be donated also.

The FNA Comprehensive Alcoholism Program is a residential and outreach facility for persons of any racial or economic group who want to make a commitment to deal with their alcohol problem. Interested persons may call the program at 479-6271, or visit the facility at 1318 Kalakaket, next door to the Airport Road Safeway store. Intoxicated persons are not permitted in the building.

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