

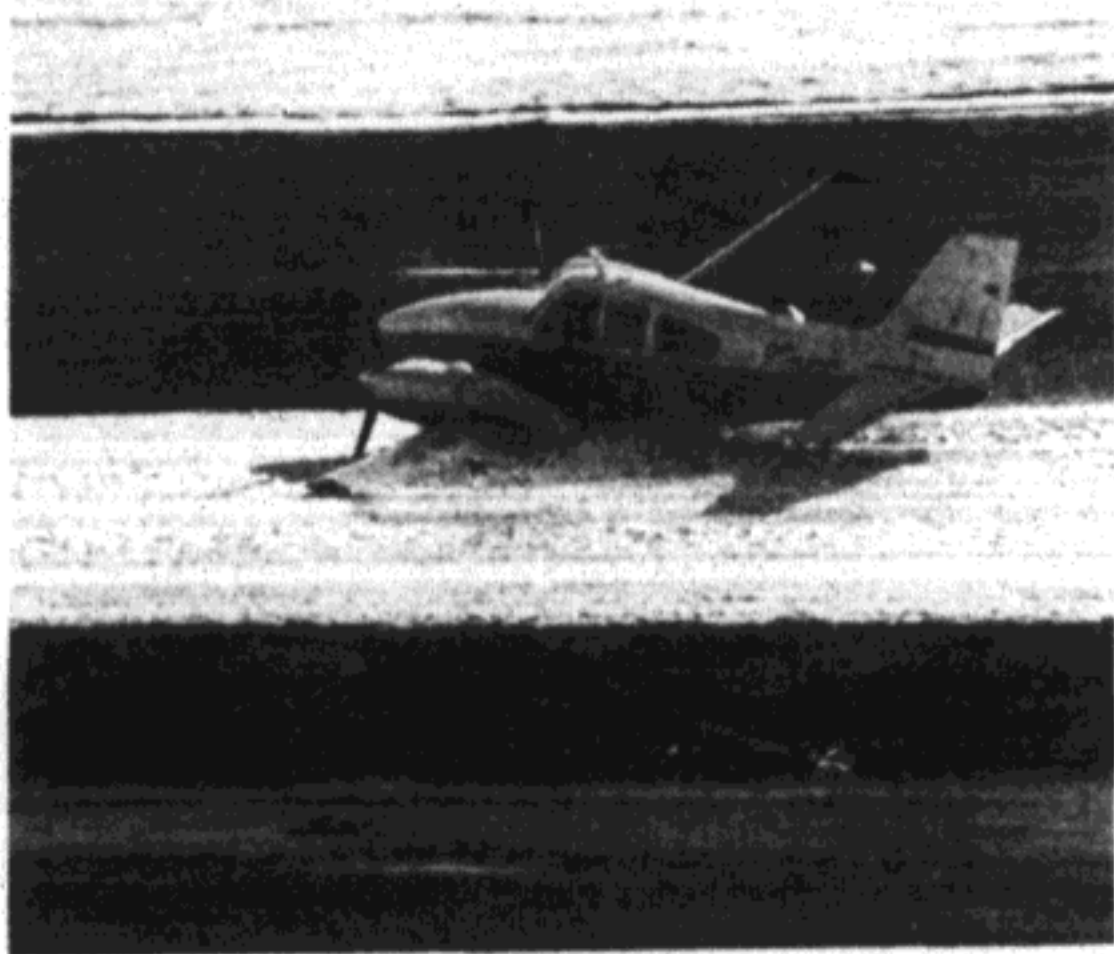
Wien to give up bush routes

Munz Northern Airlines of Nome has applied for authority to the Alaska Transportation Commission to provide scheduled air service to villages of Northwest Alaska currently being served by Wien Air Alaska.

The airline asks for approval of an agreement with Wien to serve Nome, Kotzebue, Point Hope, Cape Lisburne, Kivalina, Noatak, Kiana, Ambler, Shungnak, Kobuk, Dahl Creek, Bornite, Noorvik, Selawik, Buckland, Candle and Deering with scheduled flights.

Wien Air Alaska, which began to provide air service to bush communities more than 50 years ago, has steadily attempted to rid itself of bush operations and

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PILOT MAKES EMERGENCY LANDING—Galena Air Service pilot Lou Mass slides his plane to a stop on a foamed runway at Eielson AFB Friday after touching down with only two landing gear. The left main landing gear of the twin-engine Beechcraft failed to extend when he was making final landing approach at Galena Airport. He was then diverted to Eielson to land on the foamed runway.

—U.S. Air Force photo by TSgt. Tom Strickland

Wien...

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concentrate instead on more lucrative mainline routes and has an application pending with the Civil Aeronautics Board to operate between Alaska and Seattle.

Native interests in Northwest Alaska, including village corporations formed pursuant to the Native claims settlement act, have indicated they may protest the application from Munz for authority to provide scheduled air service under an agreement with Wien.

Written protests and petitions to intervene in the Munz application are allowed under Alaska statutes. Filings must be postmarked not later than May 5, 1977 or served on the Alaska Transportation Commission Recorder 10th Floor, McKay Building, 338 Denali Street, Anchorage, Alaska 99501 on or prior to May 5.

Notice of the Munz application was published in the Alaska Transportation Commission Journal on April 25, 1977.