

CAB Underestimates—

Sen. Gravel Cites Claims Legislation

Washington, D. C.—Senator Mike Gravel said today the Civil Aeronautics Board has seriously underestimated Alaska's future need for air service in its altering of air routes in the state.

The Senator charged that the Board's route decisions in December were made on the basis of an economic climate that is artificially and temporarily depressed.

In a letter to CAB Chairman Secor D. Browne, Senator Gravel said, "I believe the Board was unduly pessimistic in its estimates of future traffic growth trends."

And Senator Gravel asked that the Board reconsider its decisions.

The Alaska Democrat pointed out several events that will accelerate the state's development:

— December's passage of Native Land Claims legislation will remove the land freeze and will provide significant economic

stimulus to the State.

— Oil from the North Slope will be removed in the not-too-distant future.

— Timber processing and fish processing will increase.

— Tourism will increase, especially if promotional efforts, daily frequency of flights and seasonal demand on equipment could be maintained.

Senator Gravel said the frequency and quality of air service are vital to Alaska but he added that the major factor in the CAB's decisions appears to have been simply a desire to remove Alaska air carriers from the federal subsidy rolls.

The Senator said those subsidies ought to have been considered as a federal investment in the future of Alaska.

He also pointed out that the Board's action of creating a monopoly in air service cannot guarantee the level or frequency of air service that the subsidies helped to insure by creating competition.

UA Budget

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and use improvements in seven buildings at the campus here.

This proposed program does not provide for planned health, recreation and physical education and vocational-technical facilities at Anchorage Community College or for some \$15 million worth of streets, parking areas and utilities for the overall university complex at Anchorage.

"The Office of the Governor certainly had reasons for cutting back our proposed capital construction program and they are undoubtedly good ones, but the public should know this curtailment will greatly reduce our planned construction in the near future, particularly in Anchorage," said Dr. Wood.

Money by April...

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and the companies involved have necessary reports ready for some time.

"Rogers Morton (the Interior secretary) talked in terms of the permit being issued in February," Gravel said, "but we've been led on for three years."

On other matters, Gravel said: — He does not know if the Civil Aeronautics Board will change its rulings on air routes in Alaska. What "incenses" him, he said, is that the federal government wants to cut down air service in Alaska in the name of "saving one company, one airline. This is part of the insensitivity of the Nixon Administration to the needs of Alaska," he said.

He hopes, however, that "some facets of the CAB order would be reversed."

—Private carriers could improve service to coastal communities which have been serviced for years by the Bureau of Indian Affairs supply ship North Star III.

"We would have to guarantee service," he said. "We would only do it if we can improve service... I'm sure we can."

—Setting up regular programs like the present experimental Bio-med program would depend on whether or not we can get a satellite for Alaska.

(In the experimental program developed by the Geophysical Institute of the University of Alaska, the Public Health Service uses the ATS-I satellite, which is now almost dead, to transmit medical information to medical aides in more than 20 villages. The advantage of the

system, according to spokesmen for the university, is that transmission is trouble free, as opposed to regular radio transmission.)

Gravel said he would attend a meeting the following Monday with federal officials in Washington, D.C. to "try to get the Federal Communications Commission to issue a permit for a satellite system that will include Alaska."

During the coming year, Senator Gravel said, he is "looking to three areas of legislation:"

—Passage of a public works and economic development act such as President Nixon vetoed last year. As a result of his veto, Gravel said, Alaskans lost \$20 million in projects they could have received in fiscal years 71 and 72.

Under the terms of this legislation, projects such as water and sewage treatment plants, docks, airports, industrial parks, hospitals, would be federally funded at 80 to 100 percent. Now, said Gravel, "we must start over again on this."

—Federal aid to highways expires next year. New legislation, with funding at a higher level, will have to be passed, Gravel said.

—As chairman of the Subcommittee on Buildings and Grounds, Gravel said he hopes to get federal buildings built in Anchorage and Fairbanks.

These three areas of legislation will take up most of his activity during the coming year, he said, "even though we are faced with a presidential election."

AMU Board of Trustees Increase Tuition Fees

AMU, ANCHORAGE—The Board of Trustees of Alaska Methodist University has voted to increase tuition fees for the next academic year from the present \$750 to \$1125 per semester.

At the same time the board promised that 20 per cent of the total budgeted tuition dollars to be taken in will revert back to AMU students in the form of scholarships.

The money will be made available in addition to existing financial aids programs now in operation at Alaska Methodist.

"We are very much aware

that many students will have difficulties meeting their tuition costs and therefore have made every effort to help them pay the costs through a variety of scholarships and other financial aids," states AMU's President John O. Picton.

"Although we were reluctant to raise fees, the university's rising expenses in offering a qua-

lity academic program have made the increase necessary."

The new schedule takes effect September 1972.

"By necessity AMU's costs, of any private institution of higher education, have to be higher than public universities," adds Picton, "but students should realize that extensive financial aid is available to them."

AFN Reorganizes...

meeting in Juneau with plans to buy a five seat aircraft for the AFN's housing division, but the board vetoed his plan.

Earlier, in the AFN convention held in Fairbanks last October, Wright had said that he wanted an airplane to explain the claims legislation to villages and to oversee a 12,000 unit statewide housing program.

In an interview in Anchorage last week, Wright said, "We have simple transportation and communication problems and utilizing aircraft transportation in the housing program is exactly the same thing as the administrative staff coming to the office every day in an automobile."

He said his aim is "not just one plane but an AFN fleet of 10 planes within a year. It is our intent to employ housing inspectors that have desire to learn the transportation business... We're not using the planes to compete with commercial airlines or to freight with... (but) simply as our transportation vehicle. We can't afford the necessary budget to go commercial or lease."

The board of directors didn't go along with him, but, said Tim Wallis, "the only reason

that (the airplane) was put off for a while was until we get some figures as to the cost of the airplane—gas and pilot time—versus commercial..."

Wallis continued, "I can see a need for an airplane, but as far as five or six airplanes, that would be another consideration."

John Borbridge, representing the Central Council of the Tlingit-Haida Indians, had this to say: "Since AFN does not have financial resources and is not mentioned in land claims legislation, it would be presumptuous to take up more expenses."

Will AFN receive funding from the 12 regional corporations?

Said Borbridge, "First we must completely close out accounts relative to the land claims bill to decide where we are now. Future financial guidelines must be set in a very strict, limiting fashion."

"The feeling here is that AFN has to shape up," he added, "it has no choice. I think this is all to the good... (AFN) can become a more effective force in the state—with a sharp, business like organization with the highest degree of fiscal responsibility."

Noatak Village First...

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claims settlement would mean to them.

Newlin's skill as an Inupiat interpreter was an important factor to the success of the conference as it assisted Booth and his village people to organize for the future.

The two-day planning session in Noatak was the kick-off of a five-month planning program to be conducted by the Northwest Alaska Native Association (NANA), one of the first regional Native associations to file the series of protests to State land selections that resulted in the Department of Interior's land freeze, and the five-year push for the recently-concluded settlement of the Native land claims.

Working in cooperation with the Rural Alaska Community Action Program, NANA began preparing for post-settlement planning last August when it began negotiations with the State Health and Welfare, and Education departments for regional planning contracts.

With these contracts secured in the total amount of \$70,000 plus additional financing from bank loans, the NANA board of directors, supported as in Noatak by its staff, and by State and AFN officials, will visit each of its eleven constituent villages for intensive two-day comprehensive planning sessions.

The next of these will be held in Buckland and Deering in late February, and the last will be in Kotzebue in May. Plans developed through this process will be ratified by the village councils of NANA's constituent villages.

The NANA region extends from Deering to Point Hope on the Bering Sea coast North

of the Arctic Circle, and the Kobuk River Valley. It is estimated that the NANA region will select about 2.5 million acres of land, and receive about \$90 million under the terms of the Claims settlement legislation.

According to Major John Schaeffer, Eskimo commander of the Alaska National Guard's northern First Scout Battalion, who will leave his full-time Guard post in February to become the first salaried Executive Director of the Northwest Alaska Native Association, the regional village planning program begun in Noatak is designed to insure that the village people themselves plan how they are to benefit from the Land Claims Settlement Act.

"The Claims settlement has provided the village people with both capital and title to millions of acres of land rich in natural resources," said Schaeffer.

"This planning program was developed to insure that the people of our villages, all shareholders in multi-million dollar village and regional development corporations, become active from the very beginning in the stewardship of their birthright and legacy."

"All the land belonged to our fathers, to us, and to our children. We have settled our claim to all of the land for title to less land, and for money for the land taken from us. Every family in the village must be part of the planning that develops the land, and invests the money wisely for the benefit of our children, and our children's children, and theirs'.

"We have begun this planning process in Noatak, and we hope that this process will never end in Northwest Alaska."

Improvements at Bethel Airport

Major improvements were made to the Airport at Bethel, Alaska, during the period from September, 1968, to October, 1971.

Construction contracts with Braund, Inc., in 1968-1969, and with Burgess Construction Co. in 1970-1971, were administered by the State of Alaska, Department of Public Works, Division of Aviation.

Total cost of projects was approximately \$2,500,000.

This work included widening and extending the existing 100' x 4,000' runway to a width of 150' and a length of 6,400' widening of the taxiway, extension of the Aircraft Parking Apron, installation of High-Intensity Runway Lighting System, new pavement for this entire facility and all-weather pavement marking (painting).

With completion of construction at this airport, improved air service using the Boeing 737 twin-jet, and similar size aircraft, is now available to the Bethel and Lower Yukon-Kuskokwim River area.

Champs...

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nival will enter the Anchorage Youth Olympics in March. Those who win in Anchorage will go to Fairbanks in July to compete for honors in the international Eskimo Olympics sponsored by the Tundra Times.

Coach Ayek, who was himself an Olympics high kick champ in 1968, predicts his youngsters will take at least half a dozen places in the Anchorage games and score well in Fairbanks.

"They're so far ahead of me I can't compete with them," he claims. "And we've got some really tough games down here."

Bethel merchants are also impressed. They've raised \$700 in travel funds to help the team on its way.

The winter carnival will last through Sunday. Also featured with Eskimo games will be snowshoe races, Eskimo baseball and other outdoor sports.

Justice Boney...

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Alaska, and Boney has requested 8 more to serve bush communities.

These magistrates may try any case under local municipal ordinances.

They are presently selected by the superior court judge of the area in which they serve, upon the recommendation of the village council.

Under the present policy, which calls for educated bilingual individuals to serve as village magistrates, many magistrates and police officers in the bush are Alaska natives.

The proposed training center would be used to train magistrates and police officers Boney said.