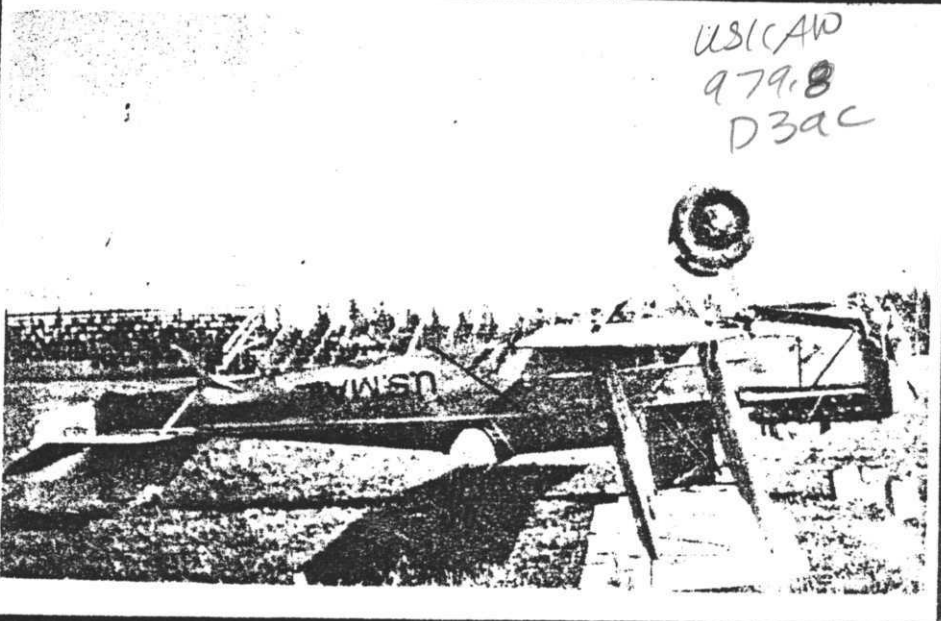


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Honoring  
100 ALASKA  
BUSH PILOTS

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JUNE 24, 1967  
Anchorage, Alaska



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# 100 Alaska Bush Pilots

compiled by  
ANCHORAGE CENTENNIAL COMMISSION  
AVIATION COMMITTEE

We are honoring 100 Alaska Bush Pilots, not necessarily the first, or the best. 100 because it is a centennial celebration. The actual selection committee will remain anonymous. In the words of one of the members, "This is more dangerous than the bush flying." Good men have been omitted by error, or the cloud of time. But they are not the only omissions. These men we honor here could not have performed their service of "opening Alaska", if they had not had the support of the mechanics, who in many cases flew with them, or the men who financially supported their operations or grubstaked them. Or the many wives who not only held the family together, but also served as radio operator, cook, ticket agent and cargo agent, as well as dispatcher. In honoring these 100 we wish to honor ALL who played so vital a part in this unique part of Alaska's history.

## THE ARTIST

**HARVEY B. GOODALE:** Born in Danvers, Mass., came to Alaska 25 years ago; first to Ketchikan, then Juneau and Haines. He came to Anchorage in 1944; went to Valdez and the Copper River Valley, finally returning to near Anchorage, where he now resides at Upper Fire Lake.

The original paintings from which the photographs are taken, were commissioned by Bob Reeve, and have been given to the University of Alaska in Fairbanks, where they now hang.



**AHO, TOIVO:** An Anchorage boy who learned to fly locally. Operated a flying service out of Anchorage. Died in crash of Stinson he was ferrying through Canada in 1947.



**BARNHILL, H. W.:** Arrived in Alaska in 1929. Was partner with L. McGee in McGee Airways. Died in automobile accident in the South 48 in the late 1950s.

**BARR, FRANK:** Varied career from Southeastern Alaska to the Interior. Best known on Gillam's mail run from Fairbanks to Bethel. Now retired in Portland, Oregon area.

**BARROWS, JOE:** Flew for Pacific Alaska Airways; mostly known on mail runs Fairbanks-Bethel, Fairbanks-Nome. Went on to fly for Pan American Airways. Now retired in San Francisco area.

**BENNETT, A. A.:** Came to Alaska in the mid-1920s. Believed to be first pilot to land on Kuskokwim River ice at Bethel. Was flying partner of Bennett-Rodebaugh Company, Inc. Left territory for Idaho in 1930. Now living in Las Vegas, Nevada.

**BLUNT, HARRY:** Called the "Bristol Bay Sea Hawk" by the "Glacier Priest," Father Hubbard. Flew first for Pacific International Airways, later for PAA, stationed in Anchorage.

**BRENNAN, LON:** Flew in Montana before coming to Alaska to fly for Wien. Then established Lou Brennan Flying Service out of Manley Hot Springs. Died recently in Everett, Washington.



**BOOKWALTER, VERNON:** Well experienced before coming to Alaska to organize and operate airline for White Pass & Yukon Railroad out of Skagway. Presently, he and his wife, Esther, are working a gold mine near Nome. Still an active pilot at age 74. Was honored recently by United Airlines for being first pilot to fly mail on Seattle-San Francisco run.

**BREWSTER, HUGH:** First "temporary" CAA Department of Commerce aircraft inspector in Alaska. Was Marine pilot in WW II. Died in an auto accident in California in 1950s.



**CALL, ESTOL:** Flew for L. McGee Airways. Later started own operation in Bristol Bay with Hans Severson of Iliamna. Deceased.

**BROWNE, CHET:** Flew in the Nome, Fairbanks and Anchorage area Perhaps most famous for finding a spot in Southeast Alaska to land a tri-motor Ford when the weather turned bad on an early trip to Seattle. Also taught Archie Ferguson to fly. Deceased.

**BROWNE, NAT:** Came to Alaska in early 1930s after an unsuccessful attempt to fly the Pacific from Seattle to Tokyo. Aircraft came apart during refueling attempt and he parachued to safety. First flew out of Anchorage, then out of Bethel for many years. Moved to South 48 in mid-1950s, now living San Pedro, California.

**CARLSON, BOB:** Learned to fly in Anchorage in early 1930s. Flew out of Merrill Field to Interior Alaska. Died in airplane crash at Platinum in 1937.

**CARR, JACK:** Was mechanic for Star Air Service; later started flying school and fixed base operation at Merrill Field, Anchorage. Instrumental in starting Alaska Civil Air Patrol. Died of natural causes.

**CROSS, JOHN:** Came first to Cordova to fly for Kirkpatrick. Later worked for Wien; then started own operation, Northern Cross Airways. Back later to Wien in Kotzebue, where he retired two years ago.

**CHRISTENSEN, HAAKON:** Came to Alaska in early 1930s as pilot-mechanic for the Cantwell Mining Co. Then operated out of Cantwell as Christensen's Flying Service. Later moved to Anchorage and started scheduled run to Seward, which he operated for many years before selling to Cordova Airlines. Was one of the first pilots to land mountain climbing expeditions on Mt. McKinley. Died in crash of Grumman Widgeon in 1950s.





**COPE, ALONZO:** Mechanic for Russ Merrill and Frank Dorbandt. Learned to fly in Anchorage. Went with Alaska Coastal and flew for years in Southeast Alaska. Crashed fatally near Juneau.

**DICKSON, ROY:** Pilot in Anchorage area early 1930s for Star Air Service and Woodley Airways. Flew mostly Bristol Bay. Was test pilot for Lockheed Aircraft Co. WW II. Killed in airplane accident in late 1950s in Oklahoma.

**CROSSON, JOE:** He and his sister, Marvel, barnstormed together before he accepted an offer from Fairbanks Aircraft Co. in mid-1920s. Perhaps best known as one of the pilots who found site of Eielson crash in Siberia in 1930. Also flew bodies of Will Rogers and Wiley Post out of Barrow. Deceased.



**DODSON, JIM:** First flew for Pioneer Airways out of Ketchikan. Came to Anchorage in early 1930s. Flew from Merrill Field to Kuskokwim and Bristol Bay for Fred Bowman and L. McGee. Went to Fairbanks in mid-1930s; flew for Noel Wien. Then formed Jim Dodson Air Service which later became part of Northern Consolidated Airlines. Is presently living in Anchorage.



**DORBANDT, FRANK:** Flew for Eielson's company, Alaskan Airways in 1929. Was flying another aircraft on same expedition when Eielson lost his life. Died in Fairbanks, buried in Anchorage.

**DORRANCE, ED:** Arrived Cordova mid-1930s. Later moved to Copper Center and operated own service to 40 Mile Country, Nabesna and Copper River Valley. Died in airplane crash in 40 Mile Country 1937. Buried in Dawson, Y.T.

**DUNKLE, WESLEY E.:** Early day mining engineer. Operated Lucky Shot mine in mountains near Willow. Learned to fly with Steve Mills. Helped to start Star Air Service, now Alaska Airlines. Taught Toivo Aho to fly. Deceased.

**EASLEY, BEN:** Flew Curtiss Robin out of Candle in mid-1930s. Died in aircraft accident in Norton Sound, between Kotzebue and Deering mid-1930s.

**ECKMANN, ANSCEL:** Made first non-stop flight between Territory and States in 1929 in Wasp-powered Lockheed Vega. Flew Lockheed Vega on floats for Alaska-Washington Airways in Southeastern Alaska. Deceased.

**EIELSON, CARL:** Arrived in Fairbanks in 1922 as a school teacher. Pioneered air mail service in Alaska. Received Distinguished Flying Cross for the first airplane flight across the top of the world from Alaska to Spitzbergen, Norway in Lockheed Vega. Crashed on rescue mission with Earl Borland, winter of 1929-30, in Siberia.



**EMMONS, DON:** Came to Juneau in mid-1930s as pilot for Clarence Walter's Alaska School of Aeronautics. Then flew for Hans Mirow in Nome. Later for Star Air Service in Fairbanks and Point Barrow. Died in pulp mill accident in Southeastern in 1959.



**ELLIS, BOB:** Early Navy pilot. Flew Southeastern Alaska in the early 1930s for Pacific Alaska Airways. Founded Ellis Airlines in Ketchikan; later merged with Alaska Coastal Airlines, and is now retired. Spends time between Ketchikan and Seattle. Was Senator Alaska Territorial Legislature 1955-58.



**ELLIOT, JACK:** Pilot for Star Air Service mid-1930s. Flew Bellancas, Stinsons, Ford Trimotors out of Anchorage. Left Alaska in 1943 and was chief pilot for Consolidated Vultee Aircraft in San Diego, Calif. Last flew in Alaska in 1947 on Kenai Peninsula on bear hunt. Now living in Hollywood, California.



**FERGUSON, ARCHIE:** "Christ, I like to fly," sums up this colorful character of Northern Aviation. Arrived in Alaska in 1917. Ferguson family hired Chet Browne from Colorado in the 1920s to teach Archie to fly. He owned and operated his own flying service out of Kotzebue for many years. Died of natural causes 1966 in Mexico.

**GILLAM, HAROLD:** Came to Alaska as "cat skinner" in the mid-1920s. Learned to fly in Fairbanks in late 1920s. Founded Aircraft Charter Co. in Cordova and Copper Center in early '30s. After several years moved to Fairbanks where he established a record for regularity and reliability on mail run from Fairbanks to Bethel. Pioneered instrument flying. Died following air crash in Southeastern, 1943.



You've heard stories of old  
 About pilots so bold  
 Who've faced the perils of storm \*  
 And carried the mail  
 In the teeth of the gale  
 To rush the serum to Nome. \*  
 But over the bar when full of  
 good cheer \*  
 And HONESTY'S doing the  
 talking, \*  
 They'll surely admit, except for \*  
 the "DRIP"  
 That flying is better than \*  
 working.  
 —by Jim Dodson Sr. 1949.

ALASKA SEQUEL  
 The years have passed by  
 Our pilots still fly . . .  
 Tho now it's less flying  
 Than clerking!  
 \* But I've asked quite a few  
 And except one or two . . .  
 They STILL think  
 "It's better than working."  
 —by Mrs. "D", 1957  
 (with apologies to Jim)

**FAGEROS, ED:** Flew briefly for L. McGee Airways. Then worked for Noel Wien in Fairbanks. Died in aircraft crash at McGrath.

**GLASS, DON:** Came to Alaska with Frank Dorbandt as co-pilot in first Ford Trimotor in Territory. He flew for McGee, Star and Woodley Airways. Died near Juneau after forced landing in water.

**GOODMAN, DON:** Worked for McGee Airways first; then Star Air Service. Was prominent in development of Alaska Star Airways during war years. Quit flying to become a contractor. Present whereabouts unknown.

**GRAHAM, BILL:** Bush pilot in Nome in the very early days of aviation. After leaving Alaska was for a period the personal pilot for movie star Wallace Beery. Present whereabouts unknown.

**GROPSIS, CHARLES:** Pilot for Yukon Treadwell Mining Company of Juneau in early 1930s. Flew Bellanca float planes. Died in aircraft accident between Juneau and Seattle in 1936.

**HALL, WALTER:** Early parachute jumper and pilot. Came to Alaska and worked for Bob Reeve out of Valdez. Then moved to Fairbanks and flew for old Pacific Alaska Airways to Bethel and Nome. Also flew briefly for Hans Mirow. Left Alaska with Pan American to fly international routes to Central and South America. Died in South America of natural causes.

**HALL, MURRAY:** Aircraft inspector, Department of Commerce CAA, assigned to Alaska at time of Post-Rogers crash. He was the first permanently assigned CAA inspector, following Hugh Brewster who was temporarily assigned.

**HAWLEY, DICK:** Flew Curtiss Robin in Fairbanks and Chicken Creek area; later went with Pacific Alaska Airways, then Pan American. Now Pan Am 707 captain, living Seattle.

**HERMAN, JACK:** Flew for Wien in Fairbanks and Nome. Was a partner with Bill Lavery in Fairbanks. They had a monocoque and an open cockpit Standard. Known by some as "Smiling Jack".

**HINES, ART:** Partner with Percy Hubbard in Fairbanks. Died in airplane accident while returning from Dawson. Plane found years later and had burned.

**HOLDEN, ALEX:** First flew out of Fairbanks on the mail run Nenana-Bethel. Sold out to Pacific Alaska Airways. Then started new service in Southeast Alaska, Marine Airways, which eventually became a part of Alaska Coastal Airlines. Deceased.

**HORNING, AL:** Learned to fly in Anchorage in early 1930s. Flew for McGee Airways and Star Air Service until joining CAA in Flight Section when first established in Alaska. Now Airways Facilities Division Chief with FAA in Los Angeles.

**HUBBARD, PERCY:** A Fairbanks businessman who spent much money, time and effort in developing aviation in the Interior. Pilot and operator of numerous air services. Is now living in Bellevue, Washington.





**JEFFORD, JACK:** Flew in Nebraska before coming to Alaska. He first flew for Mirow Air Service, then joined CAA when first established a flight division. First to fly instruments over new range routes. Still flying with FAA out of Anchorage as Chief, Air Support Branch.

**JONES, JERRY:** Was a Pacific Alaska Airways pilot in Anchorage and Fairbanks. Later reassigned by Pan American Airways to South America-Miami route. Retired after outstanding record with Pan Am. Living in Miami, Florida.

**JONES, ROY:** Ex-Army pilot, WW I, who flew Southeast Alaska in the early 1920s in the "Northbird," a flying boat devised by him from a Curtiss MF Flying Boat and a Hispano-Suiza engine. Later Jones flew in Alaska during WWII as an Air Force officer. Stationed for awhile at Ladd Field, Fairbanks. Presently living in Vancouver, Washington.

**JOSLYN, HERM:** Pilot for Pollack Air Service in early 1930s. Went with Pacific Alaska Airways in early 1940s. Flew Lockheed Electras on early route, Fairbanks-Juneau. Retired as a Pan Am captain. Believed to be living in Seattle area.

**KNOX, BILL:** Pilot for Pacific Alaska Airways in early 1930s. Flew Fairbanks-Nome and Fairbanks-Bethel mail routes. Continued flying with Pan Am. Presently active with Pan American Airways out of New York.



**KING, MAURICE:** Came to Alaska as a pilot for Archie Ferguson, in Kotzebue in mid-1930s. Flew for many years. Lost on a flight in St. Elias range while supplying a National Geographic camp on Mt. Fairweather in early 1950s.

**KIRKPATRICK, M. D.:** Came to Alaska as pilot-mechanic for Harold Gillam in early 1930s. Later started Cordova Flying Service, which pre-dated the present Cordova Airlines. Operated Bellancas on floats, wheels and skis from Cordova to McCarthy, Chitina, Katalla and Yakataga. Died in aircraft accident near Cordova in 1938.



**LEARDAHL, HERMAN:** Came to Alaska to fly for his brother, Ed Leardahl, in Fairbanks in mid-1930s. Then flew for Wien Airlines out of Fairbanks. During WW II began flying for Northwest, from which he retired several years ago. Now living Fox Island, Wash.

**LIVERY, BILL:** Born and raised in Fairbanks, where he learned to fly in the early 1930s. Started Lavery Airways and established first Fairbanks-Anchorage route. Sold this route to Alaska Airlines. Was flight mechanic on rescue of Russians stranded in Arctic Ocean in 1930. Was decorated with the Order of Lenin by the Russian government. Now flying for Wien in Fairbanks.

**LIEN, BERT:** Came to Alaska to fly for Harold Gillam. Flew out of Fairbanks on weather contract. Later flew mail Fairbanks-Bethel. Joined Pacific Alaska Airways, which became Pan American. Flew 707s on the San Francisco-Honolulu run. Died in 1966 in San Francisco.

**LITTLE, JOHN:** Partner with Ray Petersen in mid-1930s in Bethel Airways. Flew Fairchild 71s and Travelair 6000s. Moved to States in mid-1940s. Whereabouts unknown.

**LYLE, AL:** Came to Alaska in mid-1930s. Flew out of Copper Center and Valdez and into the 40 Mile Country. Flew with Ed Dorrance. Left Alaska early 1940s. Returned, and is now living with wife in Copper Center.

**LYNN, JOHN:** Arrived in Alaska in mid-1930s. Flew out of Fairbanks and Nome with Northern Air Transport and continued with Wien when Noel Wien took over that company and changed the name to Wien Airlines. Still flying commercially as a pilot on F-27s for Northern Consolidated Airlines. Resides in Anchorage.

**MAC KENZIE, GORDON:** World War I RAF pilot. Barnstormed Seattle area early 1920s. Pilot for Alaska Washington Airways when it was started. Came to Anchorage in mid-1930s, flew for McGee Airways, Star Air Service, Woodley Airways, Mirow and Alaska Airlines. Flew actively out of Anchorage until late 1950s. Joined FAA in 1958. Worked until his death in 1963, Anchorage, of natural causes.

**MEALS, OWEN:** Valdez businessman who is prominent both in flying and promoting aviation in that area. Introduced airplanes to Valdez in 1928. Made first airplane flight to Copper River Valley and Fairbanks in 1928. Still living in Valdez.



**MERRILL, RUSS:** Arrived in Anchorage in mid-'20s. Known for pioneering air service in Anchorage area. Merrill Field and Merrill Pass were named after him. Died September, 1929, on flight from Anchorage to Interior in a Whirlwind Travelair. Plane never found after active search.



**MILLS, STEVE:** Came to Anchorage with Charlie Ruttan to train student pilots. Was one of the founders of Star Airlines. Died in crash above Upper Russian Lake in mid-1930s.

**MIROW, HANS:** Flew for National Air Transport in early 1930s. Established own air service out of Nome in mid-1930s. First to schedule flights between Anchorage and Nome. Mirow Air Service became part of Alaska Airlines. Died in aircraft accident between Unalakleet and Kaltag, while on a search for one of his pilots.

**MOLLER, FREDDIE:** Came to Alaska in 1901. Did considerable prospecting, then learned to fly to facilitate prospecting in the far North. Became known as "The Flying Prospector." Eventually went to work for Pan American as a flight mechanic and became a legend in it. Died in a crash near Nome in 1944.

**MONSEN, AL:** Al left the Alaska Railroad to take up a new mode of transportation for Alaska. He flew for Pacific International Airways, Pacific Alaska Airways, Pan American Airways. Died in a crash near Annette Island. Was known to his friends as "Big Money Monsen". Also famous for his expression, "every minute counts". Details only by special request.



**MOORE, JOHNNY:** Flew for Gillam in the Copper River Country. Also for McGee, Star Air Service and Mirow Airways. Ferried planes in WW II. Now residing in Anchorage.

**MOORE, LEO:** Flew out of Anchorage to the Interior and Lower Kuskokwim. Flew first cow into McGrath. Trip was successful, but the bull had not done his proper job. So there never was any milk for Dave Clough's baby granddaughter. Believed to be living in Carmichael, California.



**MUNTER, HERB:** Flew out of Ketchikan in early 1920s. Flew mostly contracts for canneries, but also did other commercial work. Was one of original founders of West Coast Airlines. Believed to be retired, whereabouts unknown.

**MYRING, GENE:** Flew for Alaska Washington Airways in Southeast Alaska in early 1930s. Joined Pan American Airways later and recently retired. Believed to be living either in Seattle or San Francisco.

**NEESE, KENNY:** Flew for McGee Airways and Star Air Service. Was killed on ferry flight between South America and Africa during WW II

**NEMINEN, MATT:** Flew out of Fairbanks in late 1920s. Active in Eielson search. Deceased.

**PARMENTER, ELBERT:** Came to fly for Harold Gillam in mid-1930s. Flew mostly the Valdez-Fairbanks route. Subsequently flew for Cordova Air Service, Woodley Airways. Went outside to work for Lockheed Aircraft. Now resides in La Crescente, California.

**PECK, JACK:** Started flying in Valdez. Came to Anchorage then went to Bethel. Formed Peck & Rice Airways, with Wyman Rice. Operated for several years. Flew Alaska Airlines during the war years. Now owns and operates Alaska Aeronautical Industries in Anchorage.





**PETERSON, RAY:** Started flying in Anchorage working for Star Airways. Partner with Johnny Sitley in Bethel Airways. Formed Ray Peterson Flying Service, which became part of Northern Consolidated Airlines. Presently president of Northern Consolidated Airlines, resides in Anchorage.

**POLLACK, FRANK:** Started flying career with Northern Air Transport, Valdez, Fairbanks, Nome. Began own company, Pollack Flying Service in Fairbanks, 1933. Did contract weather flying for Weather Bureau in 1935. Sold out to Alaska Star Airways during war years. Deceased.

**REEVE, BOB:** Flew in the late '20s in South America, arrived in Alaska in the spring of 1932. Started his own air service with an Eaglerock biplane. Flew the Copper River area and Interior. The book "Glacier Pilot" details his early exploits. Left Valdez in early '40s, went to Fairbanks, then to Anchorage, where his Reeve Aleutian Airlines is now based. He serves actively as the president of Reeve Aleutian Airlines and resides in Anchorage.



**RENAHAN, PAT:** Flew for Alaska Washington Airways in Southeast Alaska. Was lost near Ketchikan coming north to search for Paddy Burke who was lost in Northern British Columbia.

**ROBBINS, S. E.:** One of the pilots who helped complete the Eielson contract after he was lost. Landed on the glaciers of Mt. McKinley in 1932. Flew for Pacific Alaska Airways and subsequently transferred to San Francisco before WW II. Present whereabouts unknown.

**ROSS, VIC:** Flew for and headed Northern Air Transport, operating out of Valdez, Fairbanks and Nome. Left Alaska before WW II. Now residing in Bellingham, Washington.

**RUOFF, BERT:** Started as mechanic-pilot for Bowman Airways, Anchorage. Took over company to found Ruoff Air Service from Anchorage to Bristol Bay area. Left Anchorage around 1940. Deceased.

**RUTTAN, CHARLES:** Came to Anchorage with Steve Mills and started Star Airways. Worked with Star Airways, Star Alaska and Alaska Airways. Gave up flying regularly to take over operations and management. Now resides in Victoria, B.C., Canada.

**SASSEEN, MERLE:** First flew in Alaska in Southeast. Came north and flew for McGee Airways and Star Airways in mid '30s. Then Mirow Air Service, Nome. Joined Air Corps in WW II. Flew for Woodley Airways, then employed by Alaska Coastal until he retired. Now resides in Redmond, Washington.



**SAVOY, RALPH:** Flew independently out of Anchorage, then for Star Airways. Went to Pacific Alaska Airways in early 1940s, flew Fairbanks-Juneau route. Now Pan American's Chief pilot, West Coast. Living in Seattle.

**SCHWAMM, TONY:** Flew as Hollywood stunt flyer before coming to Alaska. Started Alaskan flying with his Petersburg Air Service. In Naval Reserve during WW II as Lt. Commander. Moved to Anchorage in 1949 to take up his duties as first Director of Aviation for the Territory. Subsequently was manager of International Airport and Anchorage postmaster in 1963. Died of natural causes in 1965.

**SCOTT, CLAYTON:** Flew Boeing flying boat around Cordova area, and in Southeast Alaska. Later became chief pilot for Boeing Aircraft. Now resident of Mercer Island, Washington.



**SIMMONS, SHELL:** Worked first in Alaska Juneau Mine. Learned to fly in early '30s in an Aero-Marine Klem. Owned what may have been the only Jenny on floats. Started Alaska Air Transport, which later joined with Alex Holden's Marine Airways to form Alaska Coastal which later joined with Ellis Airlines, and is to become part of Alaska Airlines. He still resides in the Juneau area.

**STEWART, MURRAY:** Flew in Southeast Alaska until Nick Bez' company was taken over by Pan American Airways. Became one of Pan American's top pilots. Brought first jet into Anchorage International Airport. Died of natural causes.

**SMITH, MERLE:** Learned to fly in 1928 in the midwest. Came to Cordova in mid '30s to fly for Cordova Air Service. As cash was short he agreed to stock instead, finally owned airline. Still active as President of Cordova Airlines, resides in Cordova and Anchorage.



**VALLEY, A. J.:** Was an instructor for Steve Mills in Anchorage. Later flew for Goodnews Bay Mining Co. Left Alaska at beginning of WW II. Present whereabouts unknown.

**VICTOR, DAN:** Flew for McGee and Star Airways in mid-1930s. Later went to work for CAA and died in a crash between Nulato and Unalakleet.

**WANN, CLYDE:** Operated an air service out of Skagway in mid-1930s. Flew mostly to Whitehorse and the Yukon. Died in a crash between Skagway and Whitehorse.

**WALTERS, CLARENCE:** Came to Juneau in mid-1930s. Started Alaska School of Aeronautics on tideflats. Later flew Alaska Coastal, Alaska Island Airways and Reeve Airways. Now with FAA as a flight inspector out of Anchorage.

**WATERWORTH, JACK:** One of the original owners of Star Airways in the early 1930s. Later stopped flying commercially. Now residing in Zenith, Washington.

**WHALEY, FRANK:** First flew out of Nome with Roust Airways in early 1930s. Later flew for Wien's. Did a turn at mining. Presently with Wien Air Alaska in Fairbanks as Chief of Publicity for Tourism.



**WHITE, SAM:** First came to Alaska in 1922. Worked as Game Agent. Learned to fly in 1928. Ralph Wien taught Sam how to fly, and after that he did his game patrol from the air. Later went to work for Wien in the Bush. Retired about 1964 and lives in Fairbanks.

**WIEN, NOEL:** Arrived in Alaska from Minnesota in 1924. Came to work for Rodebaugh's Alaska Aerial Transport Co. Made first flight between Anchorage and Fairbanks. Started his own airline in 1927. Made the first round trip by air between America and Asia, March 1929. He is now retired and lives in Oregon.



**WIEN, RALPH:** Came north with Noel and soloed in 1928. Was a founder with Noel of the family's airline. Died in an aircraft crash at Kotzebue. The airport at Kotzebue is named after him.

**WIEN, SIG:** Younger brother of Noel, and the last of the brothers to come north. Pioneered regular year-around flights to the Arctic Coast. Today is active head of the family's Wien Air Alaska. Resides in Fairbanks.



**WINCHELL, OSCAR:** Arrived in Alaska in 1931, started operating Oscar Winchell Flying Service out of Anchorage. Flew to the Kuskokwim region. Oscar was a cowboy in Arizona before coming north and was known as "The Flying Cowboy," which is the title of a book about him just published by his daughter. Flew for McGee, Star and Alaska Airlines. Retired in mid-'50s and now resides in San Dimas, California.

**WOODLEY, ART:** Came to Alaska in the early '30s and started Woodley Airways out of Anchorage. Flew mostly to the Bristol Bay area. Secured the mail contract into Juneau by flying for 365 consecutive days in a Lockheed 12. A hard record to match even today. Woodley Airways became Pacific Northern Airlines and Art is now active as president of that airline and resides in Seattle.



**YOUNG, ED:** Flew out of Fairbanks in the late '20s. Worked for Rodebaugh. Later flew for Pacific Alaska. Died in a crash at Livengood in the very early 1930s.





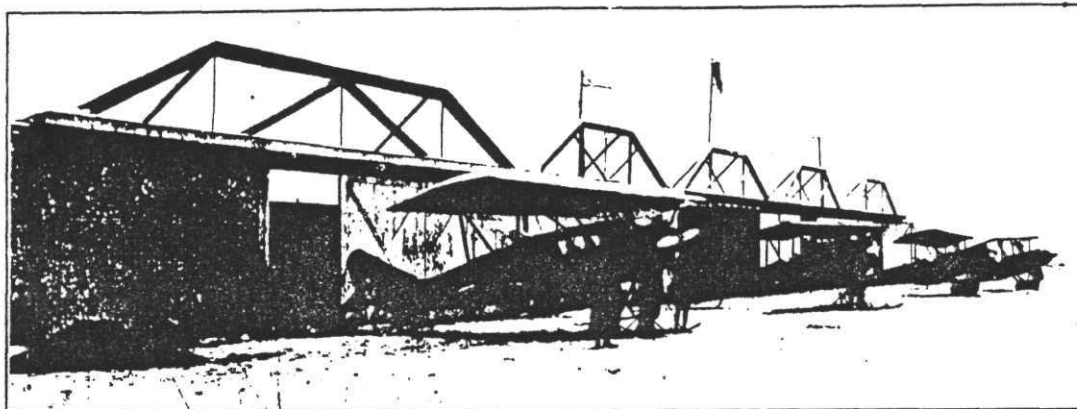
## The Bush Pilot

Typical airman of Alaska . . .  
serving men  
With wings o'er snow-covered  
tundra and ice-filled streams—  
Mud-clogged roads—following  
'Cat' tracks to miners' shack.  
Or sourdough's fire, siwashing  
cold and alone,  
No storm too bad, weather too  
cold for mercy flight.  
No field too small or load  
too large—  
Ingenious man bridging any gap  
of necessity to bring—  
Men—Mail—Meat to lonely outposts—  
returning with gold or fur.  
One-man airline—owner—operator—  
crew chief—traffic,  
Competent pilot far afield from  
carrier's deck,  
Courageous and willing servant  
of Alaska's people—  
Too few we have filling the gap 'tween  
Dog sled and transport  
Making Hero's flight as daily duty—  
Unacclaimed.

—By Bob Johnson, 1942

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# Bennett-Rodebaugh Co., Inc.



## Airplane Service

Fairbanks, Alaska

Chas. L. Thompson, Mgr.

### PASSENGER AND EXPRESS RATES--1928

Fairbanks to and from	One Pass.	Two or More Pass., Each	Express Per Lb.
Livengood .....	\$ 50.00	\$ 37.50	\$ .15
Chena Hot Springs .....	50.00	40.00	.15
Nenana .....	50.00	40.00	.15
Palmer Creek .....	75.00	65.00	.20
Manley Hot Springs .....	100.00	80.00	.25
Circle Hot Springs .....	100.00	80.00	.25
Circle City .....	125.00	100.00	.30
Beaver .....	125.00	100.00	.30
Kantishna .....	125.00	100.00	.30
Minchumina .....	125.00	100.00	.30
American Creek .....	125.00	100.00	.30
Tanana .....	125.00	100.00	.30
Rampart .....	150.00	125.00	.40
Fort, Yukon .....	150.00	125.00	.40
Bettles .....	175.00	137.50	.40
Wiseman .....	200.00	150.00	.40
Ruby .....	225.00	175.00	.50
Chandalar .....	225.00	175.00	.50
Eagle .....	225.00	175.00	.50
Tetlin Lake .....	250.00	200.00	.50
McGrath .....	250.00	200.00	.50
Tacotna .....	265.00	212.50	.50
Ophir .....	265.00	212.50	.50
Flat .....	300.00	250.00	.50
Iditarod .....	300.00	250.00	.50
Sleitmut .....	350.00	275.00	.75
Nulato .....	350.00	275.00	.75
Bethel .....	750.00	500.00	1.00
Nome .....	750.00	500.00	1.00
Kotzebue .....	750.00	500.00	1.00

BAGGAGE ALLOWANCE—20 Lbs. PER PASSENGER.  
GOLD DUST AND FUR—DOUBLE EXPRESS RATE.



