

Walt Eberhardt Interview, 29 March 2001. *Others present are Al and Bruth George, Nancy Kuhn and (later) Colleen Herning. We are meeting at the George's, 512 Herning Rd. and had a 1953 School District map in front of us.*

W: I've gotten hard of hearing in later years, working around those airplanes too much... I have hearing aids but they still don't pick up everything they're supposed to. When Northern Consolidated got those prop-jets, we never used any ear protection, whatsoever.... That high pitch is worse than a regular jet....

A: My uncle flew for Pan Am during the war and has the same hearing problems.

W: When I went to India and Karachi, Pan Am was there then.

B: When was that?

W: I went over in the middle of '43, came back at the end of '45. I was there twenty-six months, right up in the very corner, next to Burma. Our outfit was flying supplies over the Himalayas into China....

A: So you were kicking airplanes right from the start?

W: I was in supply—getting the parts. I was supply sergeant.

B: The army trained you or did you already have experience along those lines?

W: No. I'd never been in an airplane before. First thing they did was send me from Idaho to St. Petersburg, Florida and then from Florida to Atlantic City, N.J. and that's where I took my basic, and then from Atlantic City back to Miami and put me on an airplane and headed me out across Puerto Rico, Trinidad, British Guinea, Belem, Natal in Brazil, then from there across to the Ascension Islands and over to Africa, across Africa, across Arabia, over into Karachi. Then when I came back I left Karachi, then over to Abadan, to Cairo, Tripoli, Casablanca, Dakar, McRoberts Field, back out to Ascension Island, back across South America.... Well, you see, that was the only way that they could get supplies into China at that time. The Japanese had everything sewed up. All the islands....

It wasn't just the fighting, it was the weather. That was worse than the fighting. The heat... There it was the rain. The average rainfall is 400 to 500 inches and the heat, 120 plus, humidity, dampness and mold. Every monsoon, you'd get the heat rash, prickly heat..... You know, all that flying I did, I never got airsick. I was in the Army Air Corps. C 46's. I went in the service in '42, got out in '45.

B: When did you come up here?

W: Well, I stayed down in Idaho just a little over a year, then I came up here. See, I knew Dorothy. Dorothy's brother, Bill, was married to my sister. They moved up here

in '43, but she came down to visit (*after the war*) and I got to know her a little better, so I came up here.

A: What part of Idaho was this?

W: Up the Clearwater from Lewiston. We had a grain farm and cattle ranch, thirty some miles up the river toward Orofino....

N: So you came up here as a farmer?

W: No, I came up here to work for the summer, then I homesteaded... Got here on Friday and went to work Monday out at what used to be Ladd Field as a teamster, truck driver.... They were building up Ladd Field and they were looking for help. There was no scarcity of jobs at that time.

N: Did you get your land through veteran's preference?

W: I could have, but you had to file, and live on it seven months and put a livable house on it before you could get your patent. If you didn't, you had to live on it seven months for three years and clear ten acres and get it under cultivation. I filed on my place in October of '47, but to work and put up a house and live there seven months, the first year, that's pretty rough. I don't know of anyone around here, that got homesteads, that made it the first year. They all had to clear ground. Like Fred Stubbings when he got this place (*512 Herning*), he had to clear ground. I think Harold and I were the witnesses on this.

N: What do you mean by "witnesses?"

W: They had to sign the papers that the homesteader did what they said they did to get their patent.

A: These people homesteading were scattered all over the place and the bureaucrat sitting in his office someplace had no way to go see this. He had to just accept what he was told, so they developed this witness deal to keep everybody honest.

W: There were no roads. The road, when I homesteaded, ended at Steele Creek. No roads, no power, just open land here.

N: How'd you pick your piece of land?

W: Carl Herning and Don Herning had homesteaded in '46, so I filed because Dorothy was their sister. We got the place right next. At one time, Earl lived over here, Harold here, and Carl and Don and we said, "The Herning Clan."

B: And your brother was over at 7 M.

W: Where Domke is. He bought that from Dusty¹, from Mickey and Dusty. Mickey was Tilly (*Brockman's*) daughter. Yeah, they homesteaded and my brother bought ten acres from them.

B: Did you know Adolph Sherrer? Where was he in relation to that property?

W: Oh, I knew him. He was down in the field below the road, you know where Green Acres is? Right down from where Keith Clark lives.... (7 M) He had a cabin right there. Then he built a cabin above the road later, right up off the corner where the Hot Springs Rd. used to go up and make a corner and go around instead of cutting across. He built a new cabin and lived there. He was a nice old fellow, a German fellow. He used to go over and dig around on Smallwood (*Creek*) for gold. He had a D2 Cat and he used to take it over there.

A: Was he the one that pulled logs to the river?

W: Could have. Down to Independent Lumber. They used to have a boom across the river there and they'd have log drives in the spring. Then there used to be someone used horses out here to pull logs to the river. You could go out along the Chena later and find all these stumps where they'd cut the spruce. They had a regular log drive in the spring. Independent Lumber had the mill and made everything right there, ship lap and all kinds of material.

A: What did they do with the slab?

W: I imagine they sold it for firewood, mostly. I don't think there was any relationship between them and NC. From what I heard of the NC power plant, they had regular wood cutters came along the old winter trail. They cut the whole lower side of my homestead and clear out across the Little Chena along the old winter trail. NC was already burning coal when I came here. All these hills used to be bare.

B: The little cabin that Fred Anderson lived in we always assumed was a wood cutter's cabin. Do you know anything about it? Beatrice² thought maybe Frank Fassler filed on that property.

W: It was on the Stanford place that Harold (*Herning*) bought. Stanford was the husband of Tilly Brockman at one time.³ Frank Fassler didn't come in until later... he lived in a tent right out where my road used to come out on top of the hill. Then he got that little place over on Amanita.

N: Was he another of the bachelors in the area?

W: Yeah. And Carl Lindstrand used to come around quite a bit, but he helped me whenever he could.

¹ Quinten (Dusty) Bohnet.

² Beatrice Herning, Mrs. Harold Herning

³ Tilly was divorced from Earl Stanford in 1941, according to Births, Marriages, Divorces and Deaths Reported in the Fairbanks Daily News-Miner, Fairbanks, Alaska 1940-1949

B: When did he come, do you know?

W: Oh, he goes way back, into the '30's, I guess, because he was on the survey team when they surveyed this whole area.... The Hernings, Carl, Earl and Harold, they came to Alaska in the early '30's. They were in Anchorage, first.

B: What about Joe Kruger? Did you know him?

W: Oh, yes, very well. He was here when I came. I think he homesteaded before Carl and Don did. He already had a greenhouse there and raised a garden.... Sold (*produce*) in the summertime....

Brockman had an artesian well. I got water from him but most of it we got out of Steele Creek. There was a nice pool under the little bridge that used to go across the creek. Nice deep pool there, so after it froze up, we'd chop a hole there and take old army comforters and cardboard and keep it covered and then every night when I came home—I carried four or five jerry cans in the back of the pickup—I'd stop and fill up. That was our water hole.

B: You mentioned a bridge. The only bridge I ever heard about was Tilly's two planks.

W: When I first came out here that's what it was... In '48, they⁴ extended the road over as far as where Nordale Rd. is now. They put a wooden bridge across, had a steel railing.

N: How did you get across before?

W: Like she said, with the two logs. But the road was just a little old winter trail. We drove up to where our homestead is now, but it wasn't a regular road. Then in '48, when they extended the road and I started building, I put a road up from where I live now, to the road (*CHS Rd.*)....

A: The cut there where your road used to come into the Hot Springs Rd. is thirty-six feet deep.

N: The very top of the hill is where that house is, with two flags?

W: Yes. That's where my road used to come out.

N: I wonder how many cars today could have gotten over the top of that hill.

W: Well, you just had to be a seasoned Alaskan driver.... That was nothing compared to coming off the Steese Highway, going up to Bennett.

B: When did the Hot Springs Rd. come through from the Steese?

⁴ Alaska Road Commission, probably

W: That probably didn't come in until the mid-fifties.... First the military put it in so they could have a back gate into Ladd Field. They went in right there where Lindig's place is (*on the curve east of Weller Rd.*). The road's still there, blocked off.... Then they put the road in, at 21 M, that went into the back of Eielson. The Grange Hall used to be on that road. They put a Bailey bridge across the Chena and that was the back road into Eielson. That was for the cold war years.....

(Lost between tapes was Walt's story of the military making a cut for the road across John Holm's property and being forced, by John, to fill the cut back in.)

N: *So they made the cut and he said "Come back and fill it up.?"*

A: *You need to appreciate that all land, except for patented homesteads, was owned by the government. If government wanted to do something, they'd take off and go wherever it was easiest.*

N: *This was DOT or what agency?*

W: It was military, for military purposes.

N: *So they came back in, filled the cut and went over the top of it?*

W: Yes, over the top. Then when they upgraded the Hot Springs Rd., they made the cut..... Henry (*Gettinger*) first lived out there by the University...⁵

A: *He got the first Ag degree from the University.*

W: Then he came out later and homesteaded down below Johnny Holm's place. On the point there where the gun site was. His wife's Dad, Max Douglas, homesteaded there where that test site is. They came out at the same time. He built a kind of a cellar or basement and they lived in that for a year or so....

N: *So, are those his potato bunkers or are they military bunkers?*

W: They were military bunkers. That was an anti-aircraft gun site.

A: *And to protect the personnel that operated them, they built bunkers around them. The best way to do that was find all the steel barrels they could locate, fill them with dirt and stack them up in rows. The guns and everything were in back of these.*

W: Fairbanks was circled with those things.... There was one on South Cushman, one where the Eskimo Museum used to be on the Old Rich, one on the Steese where Joe Vogler lived. They use to fire the guns ever so often. I think there's another one out in the flats somewhere toward Eielson. And there was the one at Dornath's....

⁵ Henry Gettinger now owns and lives on the Holm's property mentioned.

A: How'd you get tangled up in the mechanicking side of the air industry?

W: Well, I came here and drove truck until October. Harold⁶ was the foreman at Northern Consolidated at the time, at the hangar. He put me to work there doing carpenter work around the hangar and Bill helped some. These were wooden airplanes and needed work so I started there. They had a Cessna T50 there that had some rotten wood on the spars so I rebuilt that and went on just doing aircraft woodwork. Made airplane skis for the Norseman, skis for some Cessnas, made all the aircraft skis and rebuilt wings for the Norsemans and spliced spars. Then the wooden airplanes sort of faded away so I started working as a mechanic, studied up and took the test and got my A&P license. Started working as an aircraft mechanic.

N: How much formal education had you had?

W: Not much. Eighth grade. We lived on a farm, no school buses. During the depression, they couldn't afford to board us in town.... I never went to a nine-month school. Eight months, out in farm country. One room school house.... My younger sister, Mary, was the first one to go to high school. She lived in Lewiston and boarded. Then later the school buses started coming out in the country and my younger brothers and sisters, they all went to high school.

N: How did you raise your own children, out here?

W: Well, they didn't get to participate in all the school activities that would have been nice because we didn't have the transportation to take them back and forth. We only had one car....

B: Did you have a truck named Kismet, at one time?

W: Yes, that old Dodge truck. We used to haul potatoes with that. Lee (*Risse*) use to help me with the potatoes all the time. He was real good about helping me get the potatoes in. Old '38 Dodge. I gave it to Marvin Reams. I don't know whether it's still around or not.... It had an old army bed on it.....

A: How big was your potato crop?

W: The last year I raised them I sold forty-three tons of #1s, but we were getting contracts at the base and Johnny Holms and somebody in Palmer were bidding against us all the time. They got the price down below three dollars a hundred and you couldn't get anything unless you got at least six. So that was my last year raising potatoes. Lots of work. They had that root cellar and I would work at the airline all day, then sort spuds until about nine o'clock. Then I'd come home. Lots of work for not much money.

B: This was the root cellar on the Old Steese that Pete Aiken bought later?

⁶ Harold Herning, another brother-in-law

W: I belonged to that co-op. So then I got into oat hay, I had a binder and I started selling oat hay. But there's a lot to handling that stuff. Bob Buzby was the guy that bought most of the hay, and Lynn Funk.

B: For dairies?

W: Yeah. Then after that I got into raising barley and oats and threshing it. But there wasn't any market. I wanted to sell it to Gadbury, he had a dairy on Badger Rd. I'd sell it for ninety dollars a ton and he said couldn't pay that much because he was shipping in ground feed, already with supplements in, for a hundred dollars a ton. That took care of my grain business and then I got into brome hay, since then.

B: It was a tough place for farming.

W: It was a lot of work, I made a few bucks here and there—

B: But you couldn't have lived on it.

W: Oh, no. No way a person can come in here, take out a homestead and make a living on it...

A: Homesteads at that time were limited to a hundred and sixty acres. If that had been doubled and tripled, so you had three hundred or maybe even six hundred, would that have been enough to support you?

W: No market, no market. You got the crop, then you wondered what you were going to do with it. I had a lot of barley and oats that I wanted to sell to Gadbury, and it had good seed property, so I got Dornath's fan mill and fanned it all and bagged it and he sold it for seed. It tested out up around ninety-six(*percent germination*).

The only way you could have made anything at all was to have refrigeration.... A lot of people were trying to dairy and they were flying milk in here cheaper than they could produce it. I know Pan Am used to bring a whole bellyful of milk every night—carton after carton after carton of milk from Seattle.

N: When we were out at Eielson in '75, we were drinking reconstituted milk.

W: Yeah, that Carnation place on University Avenue used to do that. Where Wet Willy's is now....

N: We decided for our family it was easier to just use powdered milk and reconstitute it in the kitchen.

W: They've improved that stuff so much. That powdered stuff—that was our main diet in India. We couldn't get any fresh stuff, no fresh meat, no fresh eggs, because India has three different gauge railroads and there's no way they could get stuff into India without loading and unloading and then when they got last place, they had to ferry it

across the Brahmaputra River and then put it on the train. The only time we ever got any fresh meat or eggs, it was flown in.

They wouldn't let us eat the eggs from China because they use human fertilizer. We ate powdered eggs, powdered this, powdered that. Butter was like lard, more like tallow. We had Spam, one way, then we had Spam that way, we had corned willy (*beef*). I got so I couldn't even look at Spam.

N: You came to Alaska and they must have been eating a lot of Spam— No? Oh, because you were getting fresh meat.

W: Oh, you could get everything here when I came.

N: Where were you getting your fresh eggs?

W: We were raising them. In the spring we'd get fifty, sixty mixed chicks and we'd raise them and we'd butcher 'em and keep about about twelve, fifteen hens. I built a garage and had a place fixed in the back. We had eggs year-round.

N: Did you have road-side stands to sell produce? You must have had surplus.

W: No, the ones that raised anything took it to stores. We had a greenhouse and I used to take cucumbers into Big Ray's. When I went to work in the morning I'd take them in and put them on the counter. They were giving me fifty cents apiece and they were selling them for a dollar. When I was raising potatoes, Piggly Wiggly used to sell a bunch of my potatoes....

N: Did anybody raise tomatoes out here?

W: Oh, greenhouse... I used to sell some to people at work for two dollars a pound. This must have been in the '60s and '70s.

N: That was cheap. I've paid five dollars a pound for local tomatoes.

W: Yeah, but now you're making twenty, thirty dollars an hour. At the time, when I retired from Alaska Airlines, in '76, with my license premiums and my longevity, I was only getting eleven-sixty an hour. Auto mechanics in town were making more than aircraft mechanics.... I took early retirement and went to work as a carpenter. I was getting \$11.60 as a mechanic and I started working at \$15 or \$18 dollars an hour as a carpenter.

B: You mentioned selling to Big Ray's. Was this Ray's Supermarket in the Northward Building? Bakery in the basement?

W: Yeah, right there on the corner (*third and Noble*). This was one of those groups, worked together, sort of like the Mormons--. It was the Mormons. And they started a big farm out there at Washington Creek on the Livengood road. They cleared a bunch

of ground out there and raised vegetables, carrots and stuff and were selling them through the store.

B: This would have been in the '60s?

W: '50s.

N: So it's not the Big Ray's we know today.

W: No, it was a grocery store.

B: It is the same family, isn't it?

W: I don't think so. I think Big Ray's is the three brothers that started in the restaurant business. Can't think of the name⁷. I built the dumb waiter. They had the kitchen in the basement, where Big Ray's Store is right now, and the restaurant upstairs....

I remember the first time I went up toward Gamble's, there used to be a winter road. There was a mine up there and there were some buildings. We went up there with the tractor.

B: This was before the Gambles were there?

W: Yeah, before Bob (*Gamble*) put the road in. This was before they homesteaded. There was a bunch of old water pipe up there and we went up and got pieces of pipe that I put in my first well. I didn't put my well in until '54 so, they would have gone up there in the mid-fifties.

N: What was the water pipe doing up there?

W: They mined up there. They had a workshop there, and the tools—

N: They were mining for gold?

W: Oh, yes. They had tailing piles there. They went down shafts and brought up the gravel. They mined up there quite a bit....

B: Al's been wondering—who were the early well drillers out here.

W: That was Andy Anderson. He drilled everybody's wells out here. George Sample was running the drill for Andy... In fact, he was the only driller until—who was the guy started drilling—used to go out in the airplane and get lost all the time. Crash. He was the second well driller in this country....

N: Since there was a spring here, did anybody think about doing a water wagon?

⁷ probably the Krize family, Louis, Dennis and Frank—the Krize Corporation.

W: There weren't any springs here. Oh, Henry's artesian well. That was drilled by Al Shott. He drilled all the little wells around here, made his own home drilling outfit.

B: This was before Andy Anderson?

N:like a steam point?

W: Yeah, he had a driving deal, like driving a point down. You just have a point and you thaw the permafrost ahead of the point. That's the way they got Henry's well....

N: How many people did it take to drill a well? You say, with Andy Anderson, he hired Sample.

W: Just one guy. Andy Anderson used to be a farmer out on Farmers' Loop—

A: There was Thibedeau used to drill, too.

W: That's the guy. That's the guy. Andy got a cat, he started clearing ground. He cleared most of my homestead. And most of this ground out here. Then he got that well drilling deal and that was his business.

N: Henry's well wasn't enough to supply others?

W: Oh, yeah. But Steele Creek ran down there and was on the way home. Everybody got their water out of Steele Creek....

N: The water out of Steele Creek was still good?

W: Oh, yeah. There wasn't anyone living up there then.

N: Was the mine dumping into the creek?

W: I wouldn't worry about that. That's nothing to worry about. It was back away from the creek. No, that was pure water, good water. And we melted snow. See, I didn't get my well operating until '54, and I moved out on the homestead in '49....

I thought of that Thibedeau—Jules. He was in the flying business. He used to go out and crack up his airplane and eventually here he'd come along. One time, he didn't come back.

(we get the 1953 school district map out)

B: Here you are.

W: Carl was here and Don had this. Then George Lyle didn't come in here until a year or two afterward. And Harold didn't homestead until several years later. *(Colleen arrives)*

N: Here's Sherrer's. You say he built here and then he built across the street.

W: Up across the road there (*near Keith and Phyllis Clark at 7 M*)

N: Did he get another piece of land?

W: No, it was all a part of his homestead. He probably had a 320 (*acre homestead*). When he homesteaded, they could get a 320.

B: He must have sold, then. Did he sell to these people then?

W: He sold probably. He had a whole-- McQuinn moved up there where Sherrer made his last house. That's where McQuinn lived, in that cabin.

N: That's interesting that he kept just that little chunk for himself.

W: Well, no, he had quite a bit there when Day bought it from him. No, he didn't keep any. He sold it all.

B: Days must have been on this part that McQuinn had, weren't they?

W: When he died, he was up on that part. But he still had all of this down here. Then Day started buying it and then Charlie Ward back in here.

B: Here's a pencil. I want you to mark in his original piece.

W: Well, I'm not sure whether he had 320 or 160 but I think he probably had 320.

B: Here's what they show on the map, just this little piece.

W: That's about where he had his little house. What he probably did is kept some on both sides of the road. The road used to come straight up here then around here. It didn't cut across here. It came right up to the corner, made the corner came around.....to the foot of the hill. In back of where Keith Clark lives now.⁸

B: Here's Coby Eberhardt here.

W: That was ten acres, then Domke⁹ bought more, later. When Dusty and Mickey (*Bohnet*) first homesteaded, the house was up above the road. They only had eighty acres up here, then they wanted to prove up so they moved the house down across Chena Hot Springs Road where it is now. This is the same house Domke's added onto later. They homesteaded this piece first, and then they wanted this piece down here and had to have a house on it, so they moved the house. They already had in a cess pool, up above there.

⁸ 7 M.

⁹ Domke bought from Coby Eberhardt who bought ten acres of the Bohnet property at 7 M.

B: So they homesteaded a second time.

W: Well, you could add on. It was just that forty that they added on. That was Mickey's and Dusty's....

B: And Mickey was Tilly's daughter?

W: Yes. Her maiden name was Kohler.....

You were talking about the little cabin over on Harold's place. I don't know whether he (*Earl Stanford*) was the father of Mickey, or not, but he was a former husband of Tilly's.¹⁰ It was one of the old homesteads that was out here when Betschard was here. He (*Betschard*) had five acres there. Nordale Rd. comes right through it now.¹¹ He used to experiment with trees and all kinds of plants. He had little fruit trees and he worked with the University's Experimental Farm. When we first built over here, we came home one time and looked in our cupboard and here were some cabbage heads and stuff. He'd been up and brought them.

B: How did he get around? Did he had a vehicle of some kind? There was no road....

W: No, just by foot. Everyone used to use the old winter trails going to town. Henry and Tilly used to take their eggs in by tractor. They had an AC tractor and wagon and they'd load their eggs up go down the winter trail.

C: You're talking about the winter trail at the base of the hill?

W: Yeah. That cuts quite a few miles off (*compared to Steele Creek Rd.*).

C: Was someone plowing the old trail or dragging it or anything?

W: Oh, no. You did for yourself.

C: Did you use it?

W: No, the road ended at Steele Creek but by the time we started building it ended up where Nordale is now. The winter trail they kept open up to Chena Hot Springs. We used to look down and see cars going back and forth to Chena Hot Springs in the wintertime....

C: When you came out here, were the hills all denuded of timber?

W: No, just like they are now. The trees are bigger now but all the lower area, the big spruce trees, had all been cut for firewood.

¹⁰ Earl Standford, see footnote on page

¹¹ Betschard's homesite was located near where Severns' Rd. meets Nordale.

C: For the sternwheelers, right?

W: No, for the NC Company.¹² For the power plant. They'd go clear across the Little Chena and haul wood in the wintertime. But that was before my time. When I came, they were already burning coal....

C: Was there a lot of smog then?

W: Who worried about smog then? We had ice fog. We haven't seen ice fog in Fairbanks for thirty years, like it used to be....

C: Did you ever work out at Weeks Field, where the library is?

W: I worked where the bowling alley is. Worked there five years when there was aircraft in there.

C: That's right, it was a hangar.

B: And where the pawn shop is, on Airport Rd.—Two Dice.

W: We moved out to International in October of '52....

C: Did you learn airplane mechanicking on the job?

W: On my own.....

C: Did you arrive here with the army?

W: No, Dorothy brought me here..... It was kind of funny. I was in Atlantic City and I got a letter from her one day, and she wanted me to write back like I was writing to her first, so her mother wouldn't know she wrote. So I corresponded with her all the time I was in India. Then I was working in Idaho after I got out and she came down in the fall of '46 and we went around together and I decided to come to Alaska for the summer of '47. She and Anne and their mother were still living there on Cowles and Ninth. Bill built that house. Bill and Mary lived there first.

N: Then Cheryl's parents lived just right down the street in that beautiful red and white house.

B: Well, that was Cheryl's grandparents, Springbetts.

W: They had a log house there, but that's been gone a long time. When I came here, they were living in the house but the log house was still there.

¹² The Northern Commercial Company power plant provided heat, electricity and telephone service for Fairbanks, early on.

C: When Dad (Don Herning) came, his mom lived in that log house after Springbetts moved out.

W: I never met Gordon (*Springbett Jr.*). He was already gone (*from Fairbanks*). Gordon senior, died in the '40s, before I came to Fairbanks. He was a carpenter for Pan American. He did aircraft woodwork.

C: I heard he got on with Pan Am because they had a crash in Chicken and my grandfather was there, mining. He fixed the skis on the plane so they hired him....

W: Yeah, I started out on my own and worked up and in '97 I got a Master Mechanic's award from the FAA. You had to have worked around airplanes for fifty years and have an A&P license for thirty. And I got the Charles Taylor Master Mechanic award.

C: You rebuilt that plane in your garage and it went down to Anchorage.

W: Yeah, to the Air Museum. Then there's a Fairchild T24 that's in there that I built a stabilizer for in my basement in '90. It's one that the CAA used to have that they brought to Alaska. Then the old Norseman that I rebuilt the wings on in '48, made skis for, it's in the museum there....

When I came here, Pan Am was at Ladd Field. They were flying bigger airplanes so they were using Ladd. They moved out to International around '51.... I came up on a DC3. We landed at Annette Island and Juneau, Whitehorse.

Transcribed and edited by Bruth George

I agree to share this material with fellow interviewees and others interested in local history.

_____ name

_____ date