

In 1947 he worked until December at Eielson and then returned to Boulder City. Returned to Fairbanks in 1948. In August of '48 he was sent to Barrow and Barter Island (contractor was Arctic Contractors). U.S. Navy was exploring for oil and gas. Floyd helped in camp construction, cat train construction, rig camps, etc. The first 18 months he spent in Barrow camp; the next 18 months he worked all over - East Oumalik, Topogarak, Fish Creek, Umiat and others.

Travel was by bush plane...landing on water in summer and on ice (ski-equipped planes) in winter. Also had gravel strips at camps...some camps. Describes big planes using frozen lakes for winter airstrips.

Aiken went back to the Arctic coast in the 1950's when the Distant Early Warning (DEW) Line was being built.

He was flying back to Barrow one time and his plane became lost. Inexperienced pilot who didn't know the terrain. Finally, before they ran out of gas Floyd convinced the pilot to sit down before they had to fall out of the sky without gas. Had plenty of survival gear and C-rations to eat. Sat out couple days before being found.

Looks at more pictures and describes them to interviewer. Mentions few people: Red Crossland (bush pilot), Chuck Lawson.

Talks about Barrow in 1950's...dog teams, children, etc.