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That would be nice. Here's what I've been thinking of ... 22 miles from there to where it come out of up here, Nancy Lake. Now there used to be an old ... Nancy Lake that had been a lot of times over this trail but can't even remember his name now. He may be dead too.

I wonder how well we can see that old historic trail, you know going up, especially going up through this wooded part where it has revegetated.

This is tough, this one here.

From here all the way up to the pass, up to

No, from here

You mean from here to here?

Here to here is where we are going to have our trouble. Now we marked a lot of it that time in 56 but it was marked with, it wasn't marked permanently, you know, and they are probably all gone. We even put up some tripods and things but they wouldn't have been good because it was a hurry up, we only had 10 days to do it in. But we spent 10 days from here to here. There were 12 men and myself.

What was the purpose of that for?

Recon for the Army Intelligence is the one that got them right in 56.

They just wanted to know where the trail was.

Yup, they wanted to use it for training purposes for GI's and wanted to know where it was, I guess. I don't know why the intelligence would be want us to do it but it was part of intelligence personnel.

They hired you to go up work

They might have some records of it. You might check with, they hired me to keep the supplies up and with them, use a dog team and to find the trail. They called it Recon of the Iditarod. And it would have been in 1956. They brought out two helicopters loads of stuff and put it here in Susitna Station and then I hauled the stuff out for them all the time and helped them find the trail and ... here, you really got much to go by here.

No, we need to get those smaller, bigger scale maps.

You think if you look at those, Joe, you could probably tell us some-things just from looking at the one, inch to a mile scale.

Eh, now if you had the bigger one, a lot of places I could tell you, you know don't go there, it goes here.

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Yah, this is pretty, this is pretty bad, pretty large here.

There are so many places the trail turns and it don't show here at all.

Well this is the copy that Congress acted on but that doesn't mean you know, we can't change the trail but this is all they had to go by.

I think it is close, I think this is even close but it may be two or three miles off or maybe five miles off in places, but it's still close. And it may be such a thing that we'll never find it, exactly where it went in places but

I don't know if that's all that important. I think it's important to identify ...

It's good if we could but if you can't I think it's just going to have to accept what we've got left and connect it on up. What's the difference whether we run a mile someplace south or a mile north of it.

Yes, I think it's really significant to look where the old structures that are left, you know, and if we find any tripods or any blazes that connect those up so that.

There ought to be some work done immediately right here, the old buildings still standing.

Where's that?

The old roadhouse right there. The roadhouse I think burned down but all the other buildings are there.

Do you know what that would be Patty? ... Squenta. See that's state land and I don't know if the state's going to do anything on some of that stuff and this act doesn't apply to state land. But if we go

Miss Kellogg, Lucille Kellogg, Louise Kellogg, do you know her? OK, she was going to do something with that one time, she went up there and I can't remember exactly what's it's called, she went up there some way and looked them over and was going to do something with it, you might just ask her something about Twelve Mile Crossing in Squenta.

I have just met her once but I don't remember who she works with.

Well she, I think she just, I don't think she was with the borough or anything she just did it on her own, I think.

Who she with know, Joe?

She's retired and she had a big dairy farm. She's the one that just gave 800 acres or something at Matanuska Valley land to the college, couple of years ago, five years ago, something. She give a lot of, she owned one of the biggest dairy farms in the Matanuska Valley. But she was interested in, she wouldn't be too bad a person to have on this

~~Some of the biggest~~

Council?

She's interested in, you know and an oldtimer here in Alaska.

She's interested in the whole trail, you think?

Yes, I think she'd be interested in, she's only been interested in anything that we've ever talked to her about and then she's the person that got plenty of money and time to spend on stuff like this. Has a good head on her, she has worked with the borough a lot and a real successful business person.

Do you think she lives in Anchorage, now?

No she probably lives on her farm now.

In Matanuska Valley?

Yes. I'm sure she does. But recently I asked her if she would accept a position on our trustee, we have here ... So she's still interested in doing things. But she knows something about that Twelve Mile Crossing because, seem like I've seen her up there or somewhere around there, I know she was there. You know there was a time when Captain Davis(?), I don't know if you met him or not, he was ... but he invited me one time to come and see him ... They were the ones that worked on ... right here. And he wanted ... cabins along the trail, I pulled him and his wife out of the trail one time to look it over but I don't know if he's even with the state any more, or not, but a lot of these things would have been nice to have done but we just never got it done. Could have been done, you know. But there's people who's want to do something, I think Miss Kellogg might be a good person.

Laura's mother's hand to her

You mean to contact?

Yes to talk to at anyway.

Sounds good, Joe.

Well I think we'll probably have that next meeting Joe, maybe in a couple of months.

OK, I'll try, no way possible I could that ...

We want to arrange this in between plane crashes, you know.

I'll try to stay out of those darn things for a while.

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I suppose.

I've got my own to fix now ... I've found a lot of things wrong with it so but I didn't know this other one, they'd been having trouble with it they didn't tell us that.

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I've got my own to fix now ... I've found a lot of things wrong with it so but I didn't know this other one, they'd been having trouble with it they didn't tell us that.

What happened? What was, they found out what the problem was?

The engine just quite, when we were flying over, just as we started in the hills this side of the Yukon and flew a hundred fifty miles up the Yukon all the way to Andrick(?) and we just run perfect.

No no hint at all, just quit?

Just like you turned a switch off. We was over no lakes or nothing just dry land we was on floats and we had to set it down, I suggested putting it in the trees, I'm heck for trees, old stuff, you know, brush. There was a nice bunch of brush and ever ... and park it. But no he was afraid of that, you don't want no trees, he said, well just brush but you don't have too much time, you know, but Susan covered up her head with a sleeping bag and I said OK put it where you want to then. And he made a circle and there was a good looking slough and I never dreamed he was going to put it cross ways in the slough but he did and about 20 feet off the ground I looked ahead and there was cut bank about a hundred yards ahead of us, you see, bank about that high and I know you don't want to climb something like that, you know but I said to him you sure picked a hell of a place to land it and scared the hell out of Susan then but she wasn't worried until ... but we hit two or three times before we got to the bank and it slowed us down quite a bit. We hit the bank about 20 miles an hour and when we did was, engine and the floats dug in and ... floats and the props to the floats and we turned over went over the bank.

But you weren't going very fast when you hit it?

Weren't going but 20 miles an hour then. I never felt a bump or anything I but I can't, I put a, I had a brief case and put it down in front of me and some more stuff in front to kind of protect my legs, you know, and somehow the ... wound up underneath me and Susan was sitting on me and your hand on your seatbelts upside down, you can't get them off, you know I couldn't loosen it at all, and the pilot couldn't do nothing but he was just struggling to beat heck and I told Susan, I said, you are going to have to get out first and she finally got the door, one door pulled off but her door was still on. The hinges were broke, fell off whenever she got out and then she jumped out and stood on the wing there and I got out and helped the pilot out and he was all bloody all over his face but he only had a little cut on his nose. And then she handed me the darn fox and it was scared to death and it bit me. It did. It would have been perfect, it wouldn't even have hurt the airplane if we would have landed up the slough instead of cross ways in it.

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Did he have enough time to land in the slough? Did he have enough time to land up the slough?

Oh, yah, plenty of time. That's very important where you put it. When you don't know way, you know. Now on wheels where we put it in would have killed us, because the wheels would have stuck right in the, never want it in a marshy spot like that with wheels.

Where would you, if you had been on wheels what would you have done?

I would have insisted on the trees, I mean, I would have almost took it away from him because you've got to get something to cushion you. Not a good trees, you know, not timber. All these things were about 10 feet high, looked to me like real bushy and I'd put them in the trees before in spruce and stuff and sometime you don't even touch the ground. It's so soft and nice it would be the easiest landing you would make in your life. With a little airplane, you know, big stuff ... But that one of mine, you know, I put it in the trees up there, it just landed perfectly, easy and just slowly tipped over on its nose bent the prop was the only damage that it done.

I don't know if I want to go flying with you or not, all of these past experiences you've had.

I'm going to try and stay out of those darn things for ...

Can't pull that over to the curb. Did they ever get the plane out of there?

This one here or the other one, Oh this one has been there for a while ... motor area and it will take a lot of work. You would have to bring it out with a helicopter and it would be worth taking out I think but its got a lot of, its wrinkled in the middle where, you know, from hitting the bank and it props all bent and floats are cut in almost two. I don't think we lost completely all the power but I was watching the gas consumption and manifold pressure, it was perfect right up until it quit we was using 15 gallons of gas an hour which is normal and then all of a sudden the engine went off and then we was using only 4 gallons. It didn't stop the flow completely. So I think it was still running slowly when we went in. It would almost have to cut through both props both floats and we didn't have a complete engine failure but not enough that it would fly. It was a beautiful spot where we was. Bears come out and they eat all day right close by us and lots of blueberries.

You had plenty of food didn't you?

I had a nice little tent, you know, we put up a tent and we was out of the rain that day and then the next day it was real sunny. Then we had all of salmon strips and I had two pounds of bacon along and a frying pan and we had a kettle for our water and went and found a water hole and we could have stayed a month, easy.

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Very nice vacation.

Yes, ... airplane there. But the pilot was getting concerned, he was getting worried, he was worried that about his wife was worrying in Nome and he was very uneasy the last, the first day he wasn't bad but then the next day he was getting real upset. It was nice. We had mosquito dope with us and ... down.

The landing kind of ...

Solid ... on the ground, you know. The only thing you got to worry about somebody else getting hurt, or something looking for you. I didn't write that editorial that they put in the paper the other day.

What was that?

Did you see that? Well I rushed right in there and told them I didn't like it. I said, you know they've been trying to rescue me for 30 years and the only time they've ever rode me in was this time. I want that known that that I ain't got sitting all, what you said, all buttoned up just waiting for somebody to come and get me, that ain't true. He said, well I just wrote that as a joke. I said, well it didn't tickle me a damn bit. So the next morning he corrected it a little bit, you see.

Who was this?

Man over at the news. And then he said, this Susan Butcher, and that made Susan mad and then he called the dogs hounds and that made me mad.

He couldn't win.

I said, how long have you been in Alaska? He said I was born here in Alaska and then you ought to know the difference between a hounds and huskies. They ... no hounds. I also said you ought to know that I ain't been brought in by rescue. Now up there I never told even pulled my ... in the time that I was down there, I didn't want a rescue, I didn't know they was looking for me. Once they start looking for you then you've got try to help and find you. But here we was all right. Once they start looking then you've got to do something. If they just leave you alone, if you're not injured, if you're injured then you are going to be thankful for a quick rescue.

Of course they don't know, they don't know that, though, if you are injured or not.

But we couldn't have ... this out or northing they never done. But I bet if we would have went into the trees well we would have picked up that stayed in that cut bank when the snow come we could have pulled it out. We had plenty of gas and by that time we would have had it repaired, we had ... along. About the first of November we would have come out of there.

Plenty of berries and food.

The way he fixed he couldn't do it.

A long walk out.

I think, now, if I knew there wasn't going to be anybody coming we would have been working on it ... straightened that prop somehow, we would have went somewhere that heavy timber and gotten the prop straightened and made us some struts out of some timber got some logs, poles. I'm not so sure that we wouldn't have flown out with that baby, after about a month. Whenever, there are a few things that I've always got along and always got enough ... with rope. I don't know how much we got, we got a thousand feet of rope or something. It's handy, now we could have we could have turned it over, in a little time but it's nice to be rescued and I ain't complaining about that part but I didn't like it when they wrote it up that it as usual I'm setting there all buttoned waiting to be pulled out. But he put in there that I would rather crawl a hundred miles on my belly and then to be asked for a rescue, it ain't quite that extreme but ten miles maybe.

Well I guess we are going to run on Jim.

Well, I'm sure glad you stopped out.

Well, I'm sure glad to get to see you, we get to see you.

And I'll try, I think to make that next meeting.

I think we're going to try and get a news letter that we are going to put out, just periodically let everybody know what we are up to. Now we, we keep trying to push that this is not BLM plan, you know, it's just that somebody had to be the one to ramrod it and they picked us, which is fine with us and we are kind of excited about it. But we're its only going to be as good as the people that help us with it. See what we can do with a lot

How many people do you think will be on that when they finally get that committee made up?

The way

Is there a certain amount that you are shooting for?

The way the advisory committee is written is no more than fifteen.

You get too many its too hard to

Yes. What size do you think would be a good size?

Well I think that's good. Twelve to thirteen somewhere in there. So long as ... going over fifteen because its too hard to get everybody, it's hard enough to get a dozen people to agree on something.

Well the act says that we could do up to thirty-five people but we wrote to, well the charter, ... the charter was written up so there's no more than fifteen, which is just OK with me. But there are certain people that have to be on it, like it has to be a representative from each the federal land management agencies that are involved and that's BLM and Forest Service and BOR and then the state one person from the state, at least one person from the state and then local interests or private land owners, you know, of course the user groups like the racers and the

Ought to be several of them, then.

Well, I don't know, I don't know who's going to want to be in it, it could be, that's just the people that have to be on it, now there are other people that we could put on it that just have an interest like that woman you were saying in Matanuska Valley, you know. She may not fall into any of those categories but she may be a good person to have on it.

... would like to get on it and I think Dick .. would like to get on it.

The thing is that we have to be careful not to have too many people from one organization. And when we get all the nominations in to see who wants to be on it then we'll sit down and make our recommendations to the Secretary of the Interior and he's the one that does the picking.

I think that I ought to mention that that there aren't too many dog mushers ... a lot have been ... special ... dog mushers.

Yes, I think Rod might be real valuable person to have as well as yourself but we need to get some people in there that are really into like the history of it too that maybe aside from you maybe, I'm not sure who, you know, some old historians or some old pioneers around the state, that guy that Miscavech(?), is that his name? In Flat? They're giving us money to fly people in from the bush for these meetings, to fly the committee members in, so we don't have to just stick with people that are right here, you know, if we find valuable people we can go ahead, or we can take the advisory committee and hold it in Nome, maybe once or twice, or McGrath or ...

I see.

I'll just carry this thing.

OK.

Well, I sure thank you.

Very good. I'm glad that there's finally something being done.

Well you did a lot of it.

You worked a long time.

I'll be working on this project here now. See what we can do. ...

Yesterday or maybe building another building something like a fireproof building or something for the mushers ... there's so much more than we can have, you know, a lot of this good stuff, there's a lot of pictures and stuff that we don't have that ... intended to get, I think that the gal at Henson farm is getting more interested to it that something were worked out, you know.

But right now people are afraid to donate things to be placed in this.

Why, ... be a lot more. A lot of these people will be forgotten if we hadn't of done something about it. Dug out a lot of information and things of course few wouldn't have ... and different things. I can remember Paul, ... this, I been in Waweena(?) all the time visiting him and there was one heck of a dog musher, you know, had nothing to do with the Iditarod but he was one heck of a dog musher. While all a lot of these others would mush over the trail right here in Knik. I think its good.

Sure, well it's a good thing that you have here.

... You see, we're suppose to elect a new person to the Mushers' Hall of Fame every year and it hasn't been done the last couple of years, there just wasn't the interest in it. There are a lot of old mail carriers and things that we want to put in and haven't been put into it.

Patty and I were thinking, trying to think of something that BLM or, you know, have the lead in this historical trail plan what we could do maybe in Nome that the end of the race put a, maybe have an exhibit up there or, you know, some of the old historic photo, something like that, because there is a big crowd up there and they give everybody, not only put it, be nice for the people but it would be good for BLM to let the people know what we are trying to do.

... nice place. I guess it's too late now to do anything ... Iditarod committee will run a booth over there, you know.

We were thinking that maybe that could happen in coming years. Another thing is that there is going to be at least one slide show put together maybe more and that could be shown in Nome also that would give, I think would give an indepth idea of what the trail has been, where it is going and what hand BLM will play.

So what we're try, when we were trying to think of something special that BLM, that we could do for the race, now is, part of this money that we are getting from Congress just maybe, maybe in Nome, you know, at the end of the race that, maybe if you come up with any thoughts we would be interested in knowing what they might be.

Well that would be very good.

We're just not sure of what to do, you know, like Patty said that the slide show that we are putting together and then maybe getting some old historic photos and a booth with some hand outs that maybe some kind of, oh I don't know, some kind of commemorative award or, I'm not sure what, I'm sure everybody gets a trophy for every different thing now, but something along that line, if you come up with any thoughts we'd sure be interested in knowing about them.

Well, I think that's important to do something like that, you get people thinking and, very good.

Thank you for spending time with us. Will it be OK if we stop by the dog walk for a few minutes on the way back.

Do you want to go by now. OK

Are you going there.

I'll show you the shed.

Oh, I'd like that.

Wish I had a

... garage.