

Brooks

Livengood

2/ Planes to come in both ways on
this new locations as indicated by arrows.
Ground is mining property belonging to
Mrs. Blanche Cascadan who will give surface
rights for an indefinite period.

Long way of field is on an ^{arrow} $\frac{1}{4}$ per cent grade.
No brush or trees on field.

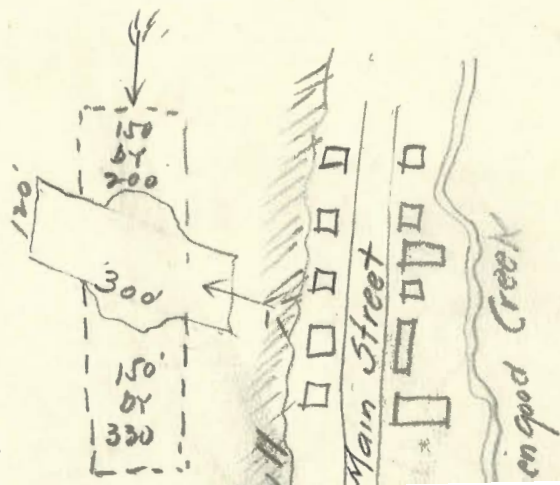
None more in shot.

Memo for Colonel Stearns

File under
Aviation fields
Brooks

~~Labry team requests lower rate on train
for hauling lumber~~

People at Brooks dissatisfied with present aviation field on account being $1\frac{1}{4}$ miles from town. Road connecting is very poor and would take \$2000 to make o.k., They have, therefore, started construction of field directly back of and adjacent to the town - planes have used it as is to a small extent but it is inadequate. Located thusly:



WAR DEPARTMENT
BOARD OF ROAD COMMISSIONERS FOR ALASKA
FAIRBANKS, ALASKA

June 22, 1925

Subject: Improvement Livengood Airplane Field and Road.

To: Mr. M.C. Edmunds
Chairman Divisional Board
Fairbanks, Alaska

Sir:

See ARC.

You are advised that a territorial allotment of \$300.00 has been made for the general improvement of the Brooks aviation field located about a mile from the town of Livengood. Mr. Irvine, your representative, is familiar with the improvements to be made. It is desired that this work be pushed as vigorously as possible.

A territorial allotment of \$500.00 for improvement to the existing road from Brooks to the aviation field is authorized providing that the people of Livengood will contribute an equal amount in labor or otherwise to this project. All work will be performed under your direction.

P. J. Dommers

Territorial Highway Engineer

RS/LDH

SIGNAL CORPS, UNITED STATES ARMY
WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM
TELEGRAM

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LIVENGOOD ALS MAY 28 1927

H W STERLING

FAIRBANKS ALS

COMMITTEE APPOINTED AT MASS MEETING HELD HERE LAST NIGHT WERE
INSTRUCTED TO ASK FOR AN APPROPRIATION OF FIFTEEN HUNDRED DOLLARS
TO FINISH THE AVIATION FIELD IN TOWN STOP WE ARE
ASKING YOUR COOPERATION IN THIS AS YOU HAVE BEEN OVER
THE FIELDS AND ROADS AND CAN EXPLAIN IN DETAIL THE
CONDITION OF BOTH FIELDS ALSO COST OF REPAIRING ROAD TO
OLD FIELD OR FINISHING NEW FIELD FIELD IN TOWN MORE
SATISFACTORY TO ALL CONCERNED

Fairbanks, Alaska.
June 9, 1927.

Jack O'Connor - Livengood

Retel May twentyeighth Sommers here advises on account many other localities which have no aviation fields demanding allotments he will be unable to do anything with the town field at Brooks

Sterling

Fairbanks, Alaska.
July 27, 1927.

Steese - Juneau

Permission requested Haslem take plane Livengood account
reconnaissance trip stop he is returning by way river and Nenana

Sterling

Form 1

SIGNAL CORPS, UNITED STATES ARMY
WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM
TELEGRAM

3-8074

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JUNEAU ALASKA JUL 27 1927

STERLING

FAIRBANKS

RETEL DATE AIRPLANE TRIP HASLEM LIVENGOOD APPROVED.

STEESE

450PM

Fairbanks July 27, 1927

Laboyteaux-Livengood

Will be over by plane tomorrow

Haslem

WAR DEPARTMENT
ALASKA ROAD COMMISSION
JUNEAU, ALASKA

July 28, 1927

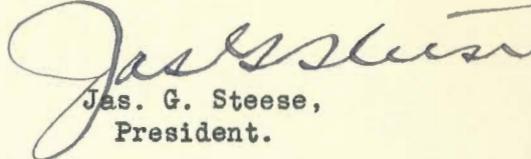
Subject: Aviation fields.

To: Superintendent, Alaska Road Commission, Fairbanks, Alaska.

1. Referring to my letter of the 23d inst. I have to advise that the corrected estimate on the new field at Livengood is \$1100 of which the Territory will pay \$600, the balance to be furnished by local cooperation in funds or labor.

2. Confirming wire of today, you will be advised by Sommers direct when work on the Fairbanks aviation field is released as certain matters as to title to land required are still in adjustment.

3. If and when released you will require the city of Fairbanks to turn in their contribution of \$1,000 which will be deposited and this office advised as in the case of other sales. An allotment will then be issued you of \$2,000 from our funds to cover the proposed work which is all to be done under the supervision of your office.


Jas. G. Steese,
President.

JGS:IH

Fairbanks, Alaska.
August 8, 1927.

Alaska Road Commission - Juneau

Relet Colonel Steese twentyeighth first paragraph understanding in this office
only four hundred local cooperation required step is so stated in letter
of twentythird from Taylor stop before receiving former letter field completed
comma inspected and paid for stop wired Haslem now at Livengood who verifies
understanding and says LaBoyteaux contractor also understood only four hundred
stop please advise Sommers

Sterling

SIGNAL CORPS, UNITED STATES ARMY
WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM
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LIVENGOOD ALASKA AUG 8 1927

STERLING

FAIRBANKS

LABOYTEAUX VERBAL AGREEMENT WITH SOMMERS EXPEND FOUR HUNDRED DOLLARS ON
AVIATION FIELD STOP LABOYTEAUX INTIMATED TO SOMMERS SOME TIME PREVIOUS
TO ACTUAL AGREEMENT THAT HE HAD FIVE HUNDRED DOLLARS ASSESSMENT
WORK MONEY FOR LOCAL ROADS WHICH HE COULD DIVERT TO
AVIATION FIELD STOP AT TIME OF AGREEMENT LABOYTEAUX ONLY HAD
FOUR HUNDRED STOP MADE NO ACTUAL PROMISE WORK ON TELEGRAPH
LINE MADE TENTATIVE ARRANGEMENT WITH SEVERAL STOP WILL BE IN

ARMY SIGNAL CORPS, UNITED STATES
WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM
TELEGRAM

3-8074

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FAIRBANKS ALS AUG 8 1927

HASLEM

LIVENGOOD ALS

LETTER FROM COLONEL STEESE STATES FIVE HUNDRED DOLLARS COOPERATIVE FUNDS REQUIRED ON AVIATION FIELD AT BROOKS RATHER THAN FOUR HUNDRED STOP PLEASE ADVISE IF THIS HAS BEEN DONE AND IF NOT ARRANGE FOR IT TO BE DONE STOP HAVE YOU MADE ANY ONE ANY PROMISES REGARDING WORK ON TELEGRAPH LINE TANANA TO KOYUKUK STATION QUESTION

STERLING

815 AM

Brooks
-
Livingood

Fairbanks, Alaska.
August 11, 1927

Noyes - Juneau

Retel ninth Bennett landed on new Brooks field but says
very rough and both companies planning boycott field until ~~XXXXXXXXXX~~
residents smooth it up

Sterling

Fairbanks May 2, 1923

Gillette--Juneau

Advise if assessment work on ~~aviation field at Livangood~~ claim owners will receive credit for ~~the~~ assessment work done on aviation field at Livangood same as on road work stop probably up to attorney general to decide stop this will mean several hundred dollars worth of work on that field stop claim owners will not do this unless definitely assured they will receive credit on claims stop money ~~if~~ authorized in your wire today will be used immediately as work is necessary at once

Haslem

SIGNAL CORPS, UNITED STATES ARMY
WASHINGTON-ALASKA MILITARY CABLE AND TELEGRAPH SYSTEM
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JUNEAU ALS MAY 8 1928

L. L. Lvingood

HASLEM

FAIRBANKS

RETEL SECOND SO FAR AS WE CAN DETERMINE NO LAW IN EFFECT PERMITTING
ASSESSMENT WORK ON MINING CLAIMS UNLESS WORK IS ACTUALLY DONE ON THE
CLAIM WHETHER ROAD WORK OR OTHERWISE STOP THERE IS AT PRESENT UNDER
CONSIDERATION BY CONGRESS A BILL WHICH WILL HAVE THE EFFECT OF
PERMITTING ROAD WORK IN THE LOCALITY BUT THIS BILL HAS NOT YET BECOME
LAW

ELLIOTT

418P

REMARKS—Continued.

Other information ~~This field all on patented mining ground, owned by
Pacers, Inc., and it is their intention to dredge out this ground,
constructing a new field on dredge tailing piles, probably in two ye~~

REPORTED (date) December 17, 1940 By Alaska Road Commission

DESCRIPTION OF SEAPLANE OR AMPHIBIAN BASE OR ANCHORAGE

Name of seaplane or amphibian base

Name, distance and direction of nearest city

Body of water in which located

Landing and take-off area Shelter

Depth of water, high tide Low tide Currents

Obstructions, if and how marked

Winds Ice (period) Fog (period)

Period base available for use

Facilities:

Ramp Hauling out equipment

Beach Mooring buoys, if and how marked

Lights:

Servicing afforded:

Fuel at wharf, ramp, or by boat

Communication system:

LIGHTING:

Beacon (rotating or stationary, size, r.p.m., candlepower, elevation of center of beam above horizon, location, period of operation, color of beam) *None*

Auxiliary beacon (candlepower, location, period of operation, color of beam, code) *None*

Boundary lights (number, character, location) *None*

Approach lights (number, character, location) *None*

Flood lights for landing (number, character, location) *None*

Ceiling projector (where located) *None*

Building floodlights *None*

Other lighting *None*

ACCOMMODATIONS:

Personnel for servicing and maintenance *None* Storage rates *None*

Landing fee *None* Mechanic's charge *None*

Number, size, type construction, and overhead clearance of hangars (state location) *None*

Repair facilities *None* Spare parts *None*

Aviation fuel and oil *None* Battery-charging equipment *None*

Guard for protection of property (day) *None* (night) *None*

Fire apparatus (describe briefly, and state if movable or stationary) *None*

Quarters for visiting airmen *In town of Livengood* Restaurant *In town of Livengood*

Waiting and rest rooms (where located) *None* First aid *None*

Administration building (state location) *None*

Transportation to city (bus, street car, etc.) *None*

Airship mooring mast (location, height, if obstruction-marked) *None*

Register for noting arrival and departure of aircraft *None*

COMMUNICATION AND SIGNAL EQUIPMENT:

Telephone *None* Telegraph *None*

Ground signal panel system (day) *None* (night) *None*

Teletypewriter system *None*

Radio facilities:

Owner of station *Livengood Electric Inc.*

Type of service *Commercial communications - weather reporting*

Call letters *KALP* Operating frequency *2912 kc.*

Receiving watch, frequency and hours *None*

Weather map and display board *None* Weather instruments (list) *None*

METEOROLOGICAL DATA:

Direction prevailing winds (summer) *N. E. - S. W.* (winter) *S. W.*

COMMERCIAL OPERATIONS ON AIRPORT:

List names of commercial operators and types of operations engaged in, such as charter flying, instruction, repairing, etc. *None*

SPACE FOR DIAGRAM OF CITY SHOWING POSITION OF AIRPORT OR SEAPLANE BASE
(Map showing location may be substituted)

DEPARTMENT OF COMMERCE
BUREAU OF AIR COMMERCE
WASHINGTON, D. C.

INFORMATION ON AIRCRAFT LANDING FACILITY

City and State _____

NAME OF AIRPORT FIELD OR SEAPLANE BASE _____

Location of field or base (mention prominent landmarks) _____

Altitude above sea level _____

Location and location of roads near airport leading to nearest city or town _____

Area of field available for landing and taking off _____

Direction of surface _____

SPACE FOR CLOSE-UP DIMENSIONAL SKETCH OF AIRPORT

State length and width of each _____

How? _____

State nature and location of obstacles _____

State length and width of each _____

How? _____

State nature and location of obstacles _____

State length and width of each _____

How? _____

State nature and location of obstacles _____

DEPARTMENT OF COMMERCE
BUREAU OF AIR COMMERCE
WASHINGTON, D.C.

INFORMATION ON AIRCRAFT LANDING FACILITY

City and State Livengood, Alaska (Brooks)

NAME OF AIRPORT, FIELD, OR SEAPLANE BASE: Livengood Field
CLASS (Commercial, Municipal, Auxiliary, or other) Emergency
Owner (with address) United States and Territory of Alaska
Operated by (with address) _____
Manager (with address) _____

(Form for description of seaplane base on page 4.)

LOCATION:

Distance and direction from center of city (mention prominent landmarks) on ridge directly above townsite of Livengood.

Altitude above sea level approx. 1340 ft.

Identification and location of roads near airport leading to nearest city or town road to town

DESCRIPTION: Dimensions of boundaries Approx. 300' x 1500'

Acres 2.50 Shape Roughly rectangular - see sketch

Is entire area of field available for landing and taking off? Yes

Nature of surface Soil Gradient 2-4% East Drainage (natural, artificial) Natural

Is field an all-way field? No Are approaches clear? Yes

Landing strips, if any: Number None State length and width of each _____

Are landing strips marked? - How? -

Are approaches to landing strips clear? - State nature and location of obstructions, and how marked _____

Runways, if any: Number None State length and width of each _____

Nature of surface - Are runways marked? - How? -

OBSTRUCTIONS:

List all obstructions on or near field, giving nature, height, and location of each None

How are obstructions marked (day)? -

How are obstructions lighted (night)? - Character and location of lights _____

Is landing area kept clear and ready for use at all times? Yes