

DEPARTMENT OF THE INTERIOR

ALASKA ROAD COMMISSION

FAIRBANKS ALASKA

April 1, 1939.

Alaska Road Commission,
Juneau, Alaska.

Gentlemen;

Reference your letter of March 23, in regard to the construction of a cross or angular runway on the Manley Hot Springs Aviation Field.

Upon receipt of your letter various pilots and operators of aircraft, flying in and out of this field, were interviewed. The following is their statements and opinions in this matter.

Frank Pollock; Pilot-Manager, Pollock Flying Service; Part of the time there is a slight cross wind but is not of sufficient speed etc to really bother. At times these winds reach such a velocity, when a cross runway may possibly come in handy, it is doubtful if cross runway could then be used, due to interference from hills on right limit of Hot Springs Slough. These occasions are rare. He cannot see any great necessity for a cross or angular runway addition to this field. He states that in comparison with some other fields in the Territory, this is a wonderful field as is. In view of which he cannot consciously recommend the construction of any additional runways to this field. He believes that if any additional funds are available for work on fields that they should be expended in constructing fields at remote points, where at present there is no field, or for improvements on some of the existing short fields.

James Dodson; Pilot-Manager Dodson Flying Service; Advises that if an additional runway were added to this field, it would have to be an angular runway as hills encountered on right limit of Hot Springs Slough would interfere to such an extent making cross runway useless. Further states that he does not land on this field enough to be thoroughly familiar with all conditions but concurs with Pollock in that if any additional funds are available for airfield work they should be expended on new fields or for improvements on present inadequate fields.

Joe Crosson; Pilot-Manager Pacific Alaska Airways; Advises that a cross or angular runway might help once in awhile in landing but would be of no help whatsoever in taking off. If any further funds available for expenditure on fields believes present runway should be lengthened and otherwise improved or other inadequate fields improved; example Tanana.

Sig Wein; Pilot, Wein Alaska Airways; States that every time he has landed on this field, winds have been O Kay with present runway. That if cross runway constructed a new location would have to be selected as hills on right limit of Hot Springs Slough would interfere with any cross runway that could be added to the present runway. He also concufres with Pollock, Dodson and Crosson in that his company would rather see funds expended for improvements on smaller fields or construction of new fields at places where at present there is no field.

William Lavery; Pilot-Manager, Lavery Airways; Believes that a cross or angular runway would be advantageous at times, but in view of the fact that the present runway is usable 9 times out of 10 that if any further funds are available for field work they should be expended constructing new fields or improving smaller fields.

John Lynn; Pilot-Manager, Lynn Airservice; States same as Lavery.

From the above it would appear that a cross runway or angular runway is not very badly needed. Upon the first visit of any one from this office further details, estimates etc will be secured.

Very truly yours

Frank Nash
Supt.