

ARCTIC RESEARCH LABORATORY  
BOX 1310 : FAIRBANKS, ALASKA  
UNDER CONTRACT WITH  
OFFICE OF NAVAL RESEARCH

SEND ALL CORRESPONDENCE

LABORATORY LOCATED AT  
POINT BARROW, ALASKA

*Via Air Mail*

21 April 1951

Mr. James W. Bee  
Natural History Museum  
University of Kansas  
Larence, Kansas

Dear Mr. Bee:

It has been necessary for me to work out a schedule for the summer's bush flying that is pretty rigid in the dates of departure and return and the areas to which parties will be flown. This firm type of schedule must be made up in order that the proper disposal of planes can be made, and supplies cached at the proper points before the snow disappears and the ice breaks up. So I'm sending you the accompanying map showing the two "circuits" I've been able to work out for the flights to be made by the field men. There is little chance of doing bush flying in June, because that is the breakup time when there is too little snow and the ice is too rotten for the use of skis, and there is too little open water to permit the use of floats. Wheels are completely out of the question for bush flying in this country. So the following is the schedule I have planned for you and Mr. Jones.

- July 2-12, Kaoloak (Messing at one of the Contractor's camps).
- July 12-23 Noluk Lake (You'll be on your own as cook, camping at a previous U. S. G. S. field station. Live in tent.
- July 23-29 At Point Barrow
- July 30-Aug. 6. Vicinity of Pitt Point, where the Coast and Geodetic Survey people will be working and you can eat at their mess tent.
- July 6-11 At Point Barrow
- Aug. 11-20 Wainwright region or slightly beyond if advisable. This will be handled as a trip by launch from Barrow to Wainwright. A Skiff with an outboard motor could be used in the estuary of the Kuk River.

If you arrive before the first of July you could get a little work in around the immediate vicinity of Barrow, and after the third week in August you'd probably want to spend a bit of time at Barrow getting your specimens and gear packed for the return to the States.

You should remember, however, that the dates in the schedule above are dependent on the weather. We have to set dates in order to plan an integrated use of the planes by the ArCon, the U. S. C. & G. S., and the ARL. But if we ask for a plane on July 2 and the weather is foul that morning, we wait. We might get our party into the field the next day, or it might take a week. Same situation on picking up a party that is already in the field. We set a schedule and hold to it as closely as the weather and other factors beyond our control permit. Some modifications of the schedules may be possible later, but not too much.

Sincerely,  
*Ira L. Wiggins*  
Ira L. Wiggins