

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*

May 4, 1951

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

Dear Mr. Bee:

Your two recent letters dated April 21st and 25th arrived one day apart. I realize that you did not have an opportunity to check my bush flight schedule prior to writing the first letter, so it is no wonder that there is a divergence of opinion as to what would constitute proper coverage of the field during the summer of 1951.

I am compelled however to point out certain discrepancies in your estimate involving the amount of bush plane travel needed to get you to the numerous localities outlined on your sketch accompanying the first of your two letters. In the first place, we are authorized to do field work only within the confines of the Petroleum Reserve No. 4. Therefore, your stations 1, 5, 6, and 9 are outside the areas into which we can utilize bush plane travel.

One other point that apparently did not occur to you is that the total flying distance involved is not merely the nautical miles between Point Barrow and Station 1, for example, and between Station 1 and 2. Under the schedule which you have outlined, the total flying time from Point Barrow to Station 1 would be double the time required to fly from Barrow to Point Lay region, since the plane has to be paid for from take-off time at Point Barrow until its landing at Point Barrow on return.

Then, at the end of the following week when you wish to go from your Station 1 to Station 2, the total elapsed time involved would be that required for a plane to fly from Point Barrow to Point Lay, to your Station 2, which appears to be on the headwaters of Carbon Creek, and return to Point Barrow. This same figuring of time would be necessary in each of the