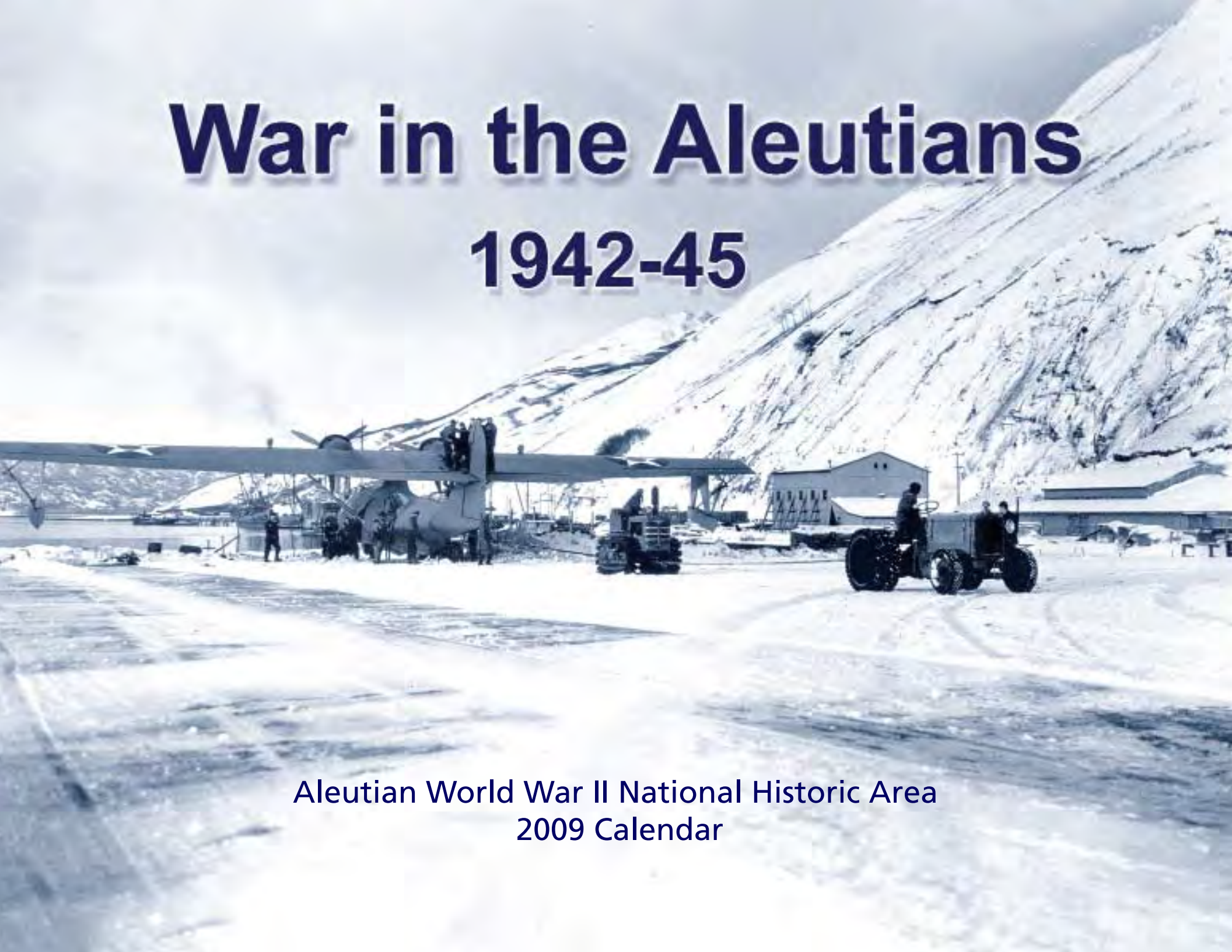


War in the Aleutians

1942-45



Aleutian World War II National Historic Area
2009 Calendar

War in the Aleutians

For it is a lonely front—the least-known and loneliest of all our far-flung fronts. These pilots are not fighting a glamorous war of blazing guns and gallant encounters in mid-air; they fight an unseen foe, and they fly and die alone. Their enemy is the weather. Their battlefield is a boulder-strewn beach scattered with tell-tale bits of twisted metal, or a snow-covered mountainside where the torn wing of a plane flaps emptily in the wind, or an icy strait into which a flaming bomber hisses into silence like an extinguished cigarette. They do not parachute to safety and a hero's medal; they struggle for a few minutes in the numbing water until their 'chute fills and drags them out of sight forever. Their citation reads, 'Missing....'
Collier's, March 27, 1943

The bombing of Dutch Harbor on June 3-4, 1942, just six months after the attack on Pearl Harbor, marked the beginning of the Aleutian Campaign. For 15 arduous months Allied airmen struggled to take the fight to the Japanese who were entrenched on Kiska and Attu in the western Aleutians. The American and Canadian military were forced to battle the weather as well as the enemy – and it was the weather that claimed more lives than the Japanese.

With the Japanese driven from the Aleutians in August 1943, the stage was set for the US military to take the fight directly to enemy territory. The targets for the Empire Express missions were facilities on the islands of Paramushiro and Shimushu in the Kurile Islands of Japan and shipping. Weather and long over-water missions, testing the range of the aircraft, would continue to take their toll on air crews.

The 2009 calendar, through squadron insignia, images, poems and personal accounts, tells the story of the pilots, co-pilots, navigators, bombardiers, radio operators, flight engineers, waist gunners, and tail, top and ball turret gunners who risked their lives on every mission as well as the ground crews who kept them flying and support personnel that provided rescue services. We are grateful for their service to our country.

A special thank you to the Aleutian veterans and their families who so generously contributed photos and information for the calendar.





The Eleventh Air Force and Americans Home from Siberia Memorial at Merrill Field in Anchorage, Alaska was dedicated Oct. 6, 2001. The black granite monument above is etched with the names of the Aleutian airmen from the 11th Air Force, Fleet Air Wing Four, and the Royal Canadian Air Force who sacrificed their lives, were missing in action, or suffered captivity during World War II in the campaign to liberate the Aleutian Islands. Photo courtesy Elmendorf Air Force Base Office of History.

404th Bomb Squadron



The legendary Consolidated B-24D Liberator of the 404th Bomb Squadron flew for the US Army Air Corps with distinction throughout the war in the Aleutians from the Kiska Blitz to the Kurile Island raids over Northern Japan.
Courtesy Alaska Historical Aviation Institute.

January 2009

Some of the B-24D's in the Aleutians had been diverted from Africa and were painted pink for desert operations. These aircraft were affectionately known as "pink elephants" and were assigned to the 404th Bomb Squadron.



St. Paul, MN - June, 1942
 Perchance 'twas best the week
 was short, for downing fast
 the final snort. Each left the
 place and his lady fond and
 saw...Pink Elephants beyond.
 A disgusting symbol of Army
 brains; Desert pink for Aleutian
 rains. But, nevertheless, we
 piled aboard, and "Westward
 Ho" the Elephants roared.

Aleutian Base - August 1942
 Anchorage, and then to the land
 of fog-- Bombs and bullets,
 beans and bog. Farewell to
 Peace and fun-filled days.
 "Load the guns" - "Fill the
 bomb bays."

-- James C. Beardsley
Foul Weather Front, by Rhodes Arnold

Above: Attu post office, 1943. Courtesy
 Ralph Carrigan. From the collection of
 Paul Carrigan, Aerographer, 1941-45.

Background: The 404th Bomb Squadron
 over Paramushiro. Courtesy Alaska
 Historical Aviation Institute.

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1 New Year's Day	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19 Martin Luther King Day	20	21	22	23	24
25	26 New Moon	27	28	29	30	31

73rd Bomb Squadron



A Martin B-26 at Cold Bay ca. 1942. Alaska was one of the first combat theaters to see service of the B-26. These aircraft are fitted with torpedo racks for use against the Japanese carrier task force that bombed Dutch Harbor in June of 1942. The planes were operated by the Army Air Corps 73rd Bomb Squadron. Courtesy Alaska Historical Aviation Institute.



February 2009



Sunday Monday Tuesday Wednesday Thursday Friday Saturday

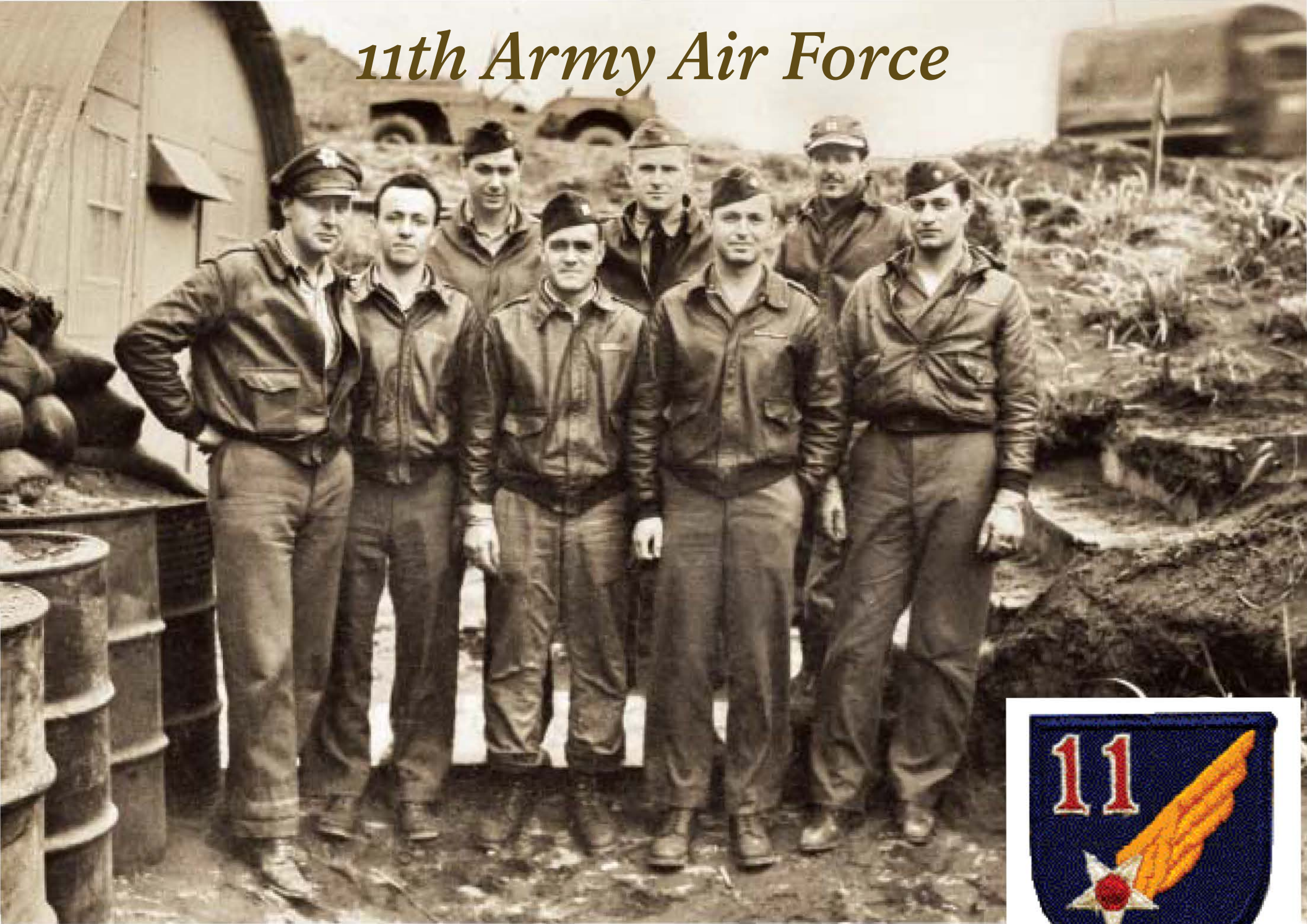
1	2 First Quarter Moon	3	4	5	6	7
8	9 Full Moon	10	11	12	13	14 Valentine's Day
15	16 President's Day Last Quarter Moon	17	18	19	20	21
22	23	24	25 New Moon	26	27	28

We came up with nine B-18As which were the first bomber airplanes to arrive in Alaska. They weren't suitable for combat, but were alright for patrolling and that sort of thing. I had been checked out in the B-18, but my checkout in the B-26 was four take-offs and four landings without leaving the traffic pattern and they said, "You are now a B-26 pilot." My crew had never been in one. But they said, "Well, you're a pilot you're supposed to be able to fly anything." A lot of things went that way in the early days of World War II.

-- John Pletcher, pilot, B-26, 73rd Bomb Squadron, 1941-43

Above: 73rd Bomb Squadron at McChord Field, WA. Eight crews are set to fly the B-18 Bolo to Alaska. Courtesy John Pletcher. **Background:** Kiska Volcano. Courtesy National Archives.

11th Army Air Force

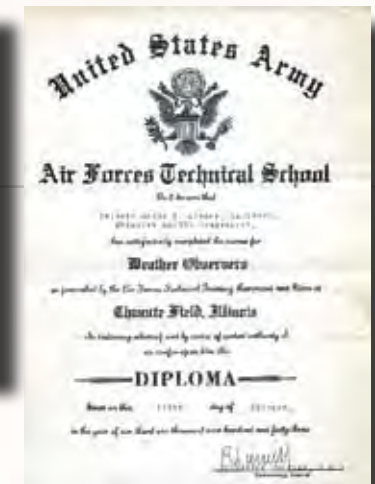


Majors and Captains. B-24 Liberator pilots, of the 404th Bomb Squadron, 11th Army Air Force, on Adak Island. Courtesy Alaska Historical Aviation Institute.

March 2009

The flight characteristics of Alaskan mosquitos have been greatly exaggerated. It is not true that they are as large as vultures. It is not true that anti-aircraft outfits fresh from the States have opened fire on them, thinking they were Japanese Zeros. Their tail assemblage is entirely different.

-11th AIR FORCE PILOT (in Brian Garfield's, *Thousand Mile War*, 1995)



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4 First Quarter Moon	5	6	7
8 Daylight Savings Time Begins	9	10	11 Full Moon	12	13	14
15	16	17	18 Last Quarter Moon	19	20 Vernal Equinox	21
22	23	24	25	26 New Moon	27	28
29	30	31				

We found that the somewhere else was also fog-bound. I realized that we faced the same fate that those men had faced two weeks earlier. I can't remember that raw fear or the terror of death that I must have felt that day, but I do remember praying and asking God to spare us. There are no atheists in airplanes lost in the Aleutian fog.

Which brings to mind the oft told story of the P-40 pilot who arrived over fog-shrouded Adak, low on fuel. He called Adak tower and asked for instructions. The tower said, "Repeat after me. Our Father who art in Heaven, hallowed be thy name..."

--Ray C. Galloway

Above: Marco J. Cramer, weather observer, friend of all air men. Courtesy Mark S. Cramer, MD, FAAFP, San Diego, CA. From the collection of Lt. Marco James Cramer, Ph.D., US Army Air Corps, Meteorologist & Cryptographer, UCLA & Aleutian Islands 1943-1946, late of Venice, CA & Eleanor Mae Cramer-wife.

Background: Courtesy Robert H. McGinnis. From the collection of Clifford F. McGinnis, Post Engineer, Amchitka. Dec 1944-Jan 1946.

77th Bomb Squadron



The illustrious Army Air Corps 77th Bomb flew the North American B-25 Mitchell Bombers to Paramushiro Island in the Kurile Islands of Japan. Courtesy Alaska Historical Aviation Institute.

April 2009

Picket patrols were flown every day, ordered by the Bomber Command's Colonel William O. Eareckson, who did not want to be "caught with my planes down."

From: Brian Garfield, *Thousand Mile War*, 1995



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
				First Quarter Moon		
5	6	7	8	9	10	11
				Full Moon		
12	13	14	15	16	17	18
Easter					Last Quarter Moon	
19	20	21	22	23	24	25
						New Moon
26	27	28	29	30		

Flying Down the Chain

Give us a hundred foot ceiling
And give us nine good men,
Our airplane will give them pain
And sink the ships they send.

There in the wind and the
williwaw, There in the fog and
rain, We'll make our run
To the setting sun
Flying down the Chain.

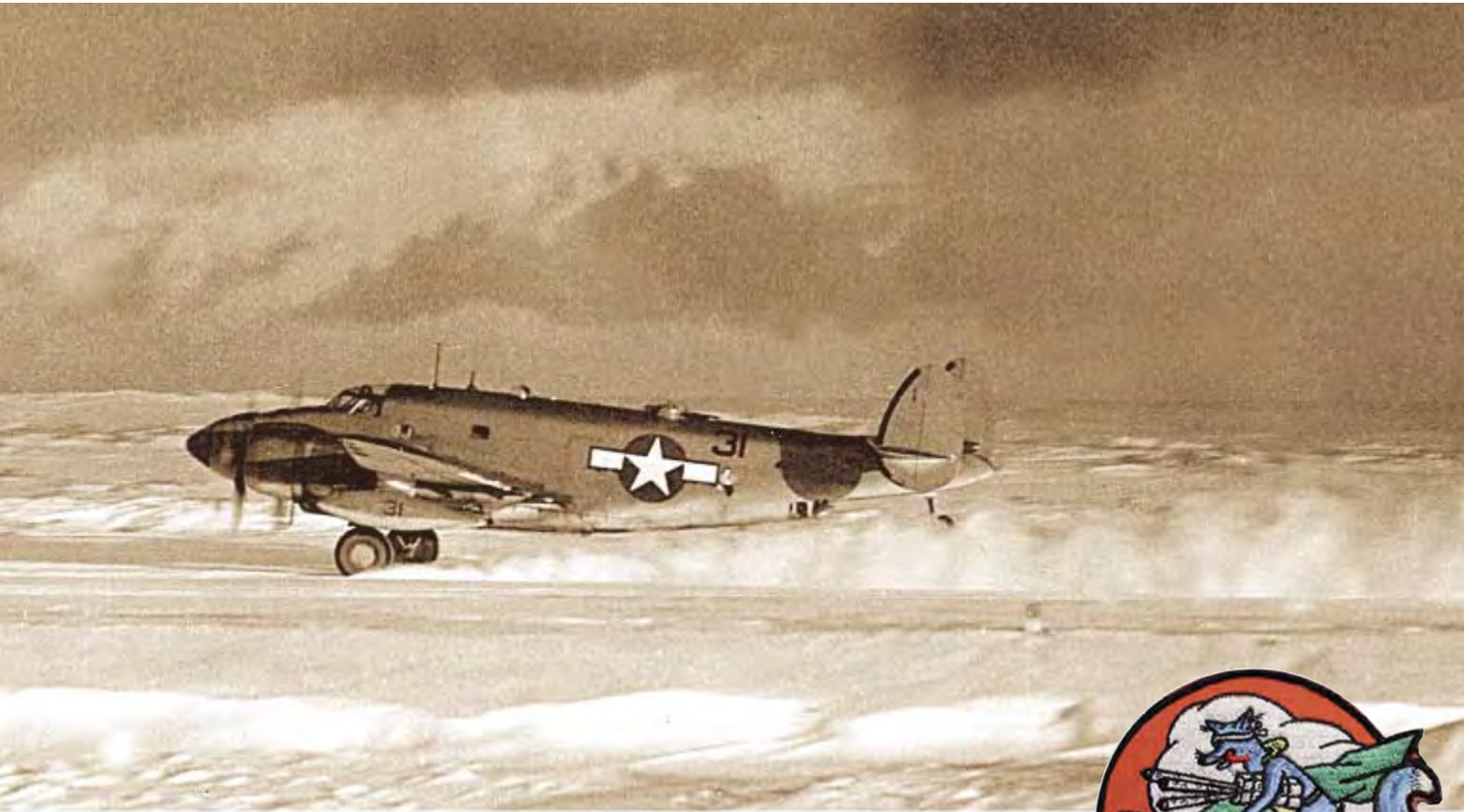
And after the mission is over
We'll think of the boys that are
gone. Of those the Chain has
chosen to claim, And kept them
for its own.

And we shall pray in the
peacetime, For the fighting days
again, "Give back our men, and
send us then
Flying down the Chain.

--Matthew D. Parish
Foul Weather Front, by Rhodes Arnold

Above: Clifford McGinnis, Amchitka.
Background: B-25s await their next
mission. Both photos courtesy Robert H.
McGinnis, from the collection of Clifford
F. McGinnis, Post Engineer, Amchitka. Dec
1944-Jan 1946.

VB-135



The Lockheed PV-1 Ventura was deployed in the Aleutians in April 1943 by VB-135. They were subsequently operated by Patrol Wing Four squadrons VB-131, VB-136, and VB-139. VB-135's squadron patch depicts their mission with the Aleutian blue fox on a gas tank signifying the PV-1 flying over long distances - from Attu to the Kurile Islands - turning the aircraft into nothing short of a flying gas tank, usually on instruments, flying blind in the fog. Courtesy Alaska Historical Aviation Institute.



May 2009

“Stick your hand out [of the plane]. If it touches a ship’s mast, you’re flying too low.”

--Pilot axiom on flying in the Aleutian fog



Janssen Stehle Switzer
Baldeschi Silas Molten



Anzalone Heikkinen Andrews
Miller Rowles Sarvis



Hedrick Georgeff Hanson
Tarkington Johnson Swinney



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1 First Quarter Moon	2
3	4	5	6	7	8	9 Full moon
10 Mother's Day	11	12	13	14	15	16
17 Last Quarter Moon	18	19	20	21	22	23
24 New Moon	25 Memorial Day	26	27	28	29	30
31 First Quarter Moon						

In June 1944, the first Navy crew to be interned in Russia were from VPB-135. Six PV-1 crews departed for a daylight strike to destroy Japanese “Sally” bombers sited on Miyoshino Airstrip, while a sixth flew a daylight photo reconnaissance mission along the east coast of Shimushu and Paramushiro Islands. Japanese fighters attacked the bombers, damaging two and forcing the crews to land at Petropavlovsk in Russia where their aircraft were confiscated and the crews interned.

Above: Three of nineteen VB-139 crews. Courtesy Will Swinney, Radioman, VB-139.
Background: Quonset hut on Attu. Courtesy Susan Anzalone Sims.

No. 111 Fighter Squadron



Canadian fighter pilots of the No. 111 Fighter Squadron mission briefing at Umnak Island in the Aleutians, 1942. They flew Curtiss P-40E Kittyhawks in the Aleutians and fought against the Japanese float mounted Nakajima "Rufe" fighter aircraft.
Courtesy Alaska Historical Aviation Institute.



June 2009

There was a gauge to measure the wind, but it only measured up to 110 miles an hour, and that was not always enough.

--CORPORAL DASHIELL HAMMETT



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7 Full Moon	8	9	10	11	12	13
14 Flag Day	15 Last Quarter Moon	16	17	18	19	20
21 Father's Day Summer Solstice	22 New Moon	23	24	25	26	27
28	29 First Quarter Moon	30				

The Canadians suffered greater losses of men and aircraft to the Aleutian weather than to any other cause. A tragic incident occurred in July 1942 when an entire flight of P-40 Kittyhawks, as they were known by the British, crashed into a fog shrouded Aleutian mountainside during a flight from Anchorage to Umnak. Killed in the incident were Battle of Britain squadron leader J.W. Kerwin and four other pilots. One pilot missed the mountain ridge that had killed the others by inches only to wander out to sea hopelessly lost and finally ditching in the icy waters of the North Pacific when his fuel ran out.

Above: Roger Jeanfavre, Navy mobile AA Battery 411, Kiska. His crew was responsible for protecting PBV and OS2-U aircraft of VS-56. Courtesy Roger Jeanfavre. **Background:** A P-40 lifts off from the Amchitka airfield. Courtesy Robert H. McGinnis, from the collection of Clifford F. McGinnis, Post Engineer, Amchitka. Dec 1944-Jan 1946.

54th Fighter Squadron



Captain John Geddes, fighter pilot with the Army Air Corps 54th Fighter Squadron on Amchitka Island, ca 1943, with his Lockheed P-38E Lightning "Lorna D" named after his wife. Courtesy Alaska Historical Aviation Institute.

July 2009

The difficult, we do immediately, the impossible takes a little longer.

--UNKNOWN



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
					Independence Day Observed	Independence Day
5	6	7	8	9	10	11
		Full Moon				
12	13	14	15	16	17	18
			Last Quarter Moon			
19	20	21	22	23	24	25
			New Moon			
26	27	28	29	30	31	
	First Quarter Moon					

The 54th Fighter Squadron was credited with the first aerial victories for the P-38. On August 4th, 1942 Lieutenants Kenneth Ambrose and Stanley Long each shot down a four engine Japanese Mavis. For extraordinary heroism in battle against the Japanese, Ambrose would receive the Distinguished Service Cross and the Bronze Oak Leaf Cluster.

Sadly, Ambrose wouldn't live to tell his story. Given leave to go to California to meet his newborn daughter and young wife, Ambrose went missing. Sixty years later his aircraft and remains were found by hikers on the slopes of Mt. Baker outside Seattle. He was just 24 years old.

Above: Kenneth William Ambrose, 1st Lieutenant, pilot, 11th Air Force, U. S. Army. Courtesy Kathleen Edwards, daughter. Circa 1941-42, photographer unknown.

Background: An Aleutian volcano. Courtesy Alaska Historical Aviation Institute.

Fleet Air Wing Four



VPB-139 made daring raids in the Lockheed PV-2 Harpoon against the Japanese shipping and military facilities in the Kurile Islands of Northern Japan. The US Navy units of these missions were known as the "Empire Express." Ca. 1945.
Courtesy Alaska Historical Aviation Institute.

August 2009

The Aleutian raids on the Kuriles bottled up 500 Japanese aircraft—one sixth of the Imperial Air Force at war's end—and 41,000 ground troops. These were soldiers and materials diverted from Japan's desperate fight to hold the South Pacific.



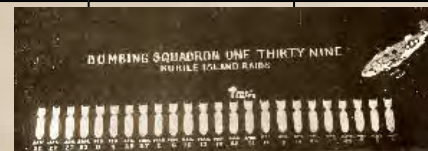
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6 Full Moon	7	8
9	10	11	12	13 Last Quarter Moon	14	15
16	17	18	19	20 New Moon	21	22
23	24	25	26	27 First Quarter Moon	28	29
30	31					

Specifically, the following points are to be remembered:

- (1) Sharp-edged gusts exist.
- (2) Wind gusts may exceed 100 miles per hour.
- (3) Vertical currents may cause sudden vertical displacement of an airplane that crew members may be knocked unconscious.

--Lt. Cdr. John Tatom,
Aerological Officer, Fleet Air Wing Four
Weather Notes for Pilots: Summer Fogs and
Winter Winds of the Aleutian Islands and
How to Fly Despite Them. Circa 1942.

Above: PV-2 crew on second tour of duty in Alaska for VB-139. From left to right: Sutton, radioman; Yakich, navigator; Potter, co-pilot; Becnel, mechanic; Jenkins, ordinance; and Bradbury, pilot. The dog's name is unknown.
Left: VP-139 Kurile Island raid successes. Both photos courtesy Will Swinney, Radioman, VPB-139. **Background:** Japanese boat bombed by VPB-139 aircraft. Taken on May 10, 1945 over Paramushiro, Kurile Islands, Japan. Courtesy Susan Anzalone Sims.



54th Troop Carrier Squadron



A Douglas C-47 Skytrain warms up on the Marston mat ramp on Adak Island, ca 1943. The cargo plane belonged to the Army Air Corps 54th Troop Carrier Squadron. The 54th arrived in Alaska in November 1942 and were used for transporting high priority personnel and cargo throughout Alaska. Courtesy Alaska Historical Aviation Institute.

September 2009

Eager Beavers are a motley crew. We've flown the chain since Kiska and Attu. We've made a name of which we are mighty proud. It's written high in each Aleutian cloud. Weather foul, weather fair, the 54th will get it there.

-- CHARLES M. MARK, JR. Englishtown, NJ



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4 Full Moon	5
6	7 Labor Day	8	9	10	11	12 Last Quarter Moon
13	14	15	16	17	18 New Moon	19
20	21	22 Autumn Equinox	23	24	25	26 First Quarter Moon
27	28	29	30			

To construct major military installations in this remote corner of the continent, engineers faced the barriers of volcanic rock, muskeg, hummocky dense tundra, floods, violent winds, and unpredictable fog cover. Four months was the estimate to build an airfield on Adak, but the 807th completed it in just 10 days. While searching for an airfield site, one of the engineers jokingly suggested the lagoon in Sweeper Cove. The idea was investigated and testing proved it to be suitable. Flooded at high tide the engineers set out to block off the flow of water by constructing a dam, dikes, and a gate from whatever materials they had on hand. The following day the gate was left open until the tide went out and then shut to restrict the flow from refilling the lagoon. This became the new airfield.

Above: Marston mat was utilized for the first time in the Aleutians to surface runways. The heavy matting was expedient, but crude and dangerous on top of the spongy tundra. Pilots said it felt like landing on an air spring mattress. Courtesy National Archives.

Background: Shishaldin Volcano, Unimak Island. Courtesy Alaska Historical Aviation Institute.

Shishaldin

VP-41



In early 1942 the new PBY-5A amphibian was assigned to Navy Patrol Wing Four squadrons VP-41 and VP-42. The new planes were immensely popular with the pilots. The higher power and increased load bearing capability was a real boon and having the flexibility of landing on runway or water was a real morale booster. The revetments carved out of the hillside to protect the planes from weather are still used today. Courtesy Alaska Historical Aviation Institute.

October 2009

*So I wear ribbons proud, and tell my stories loud,
Describing smoking guns and bursting flak.
But the man not in the story, the one deserving glory,
Is the good ole grinning, growling aviation mech.*

--KEN LASHBROOK, AAF



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4 Full Moon	5	6	7	8	9	10
11 Last Quarter Moon	12 Columbus Day	13	14	15	16	17
18 New Moon	19	20	21	22	23	24
25	26 First Quarter Moon	27	28	29	30	31 Halloween

At night, in foul weather, using only flashlight or the headlights of Jeeps, ground crews labor feverishly to repair damaged aircraft. They worked 24 to 36 hours straight, up at 5:45, then to sleep at midnight. Tools are precious and few. When they are broken, new ones are improvised, salvaged, or acquired—alcohol the currency of barter. Wrecked aircraft are cannibalized for replacement parts, and for those parts that cannot be found, mechanics use the tools of the blacksmith, handbellow forges and hammers, to roll new ones. There are no inspectors to check these rushed repairs, but in the entire campaign not a single aircraft is lost due to a mechanic's error.

Above: VP-61 crew at Dutch Harbor 1945. From left: Cook, 2nd Mech; Skinner, 1st Radioman; Sweet, 1st Mech & Plane Captain; Edlerkin, Ordnance; Ingalis, 2nd Radioman. Courtesy Kenneth "Ray" Skinner, VP-45, VP-61 & VP-62. **Background:** Courtesy Mark S. Cramer, MD, FAAFP, San Diego, CA. From the collection of Lt. Marco James Cramer, Ph.D., US Army Air Corps, Meteorologist & Cryptographer, UCLA & Aleutian Islands 1943-1946, late of Venice, CA & Eleanor Mae Cramer - wife.

VP-42



A Navy Consolidated PBY-5 Catalina on patrol, spring 1942. The flying boat was flown by Commander James S. Russell, leader of Patrol Squadron 42 based at Dutch Harbor Naval Air Station. Courtesy Alaska Historical Aviation Institute.

November 2009

*Every flight was a flight that the crew should not have returned from.
Every man knew this and yet none wavered.*

--CAPTAIN LESLIE E. GEHRES, COMMANDER, FLEET AIR WING 4



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 Daylight Savings Time Ends	2 Full Moon	3 Election Day	4	5	6	7
8	9 Last Quarter Moon	10	11 Veterans Day	12	13	14
15	16 New Moon	17	18	19	20	21
22	23	24 First Quarter Moon	25	26	27	28
29	30			Thanksgiving Day		

I don't have much use for the Navy,
being an Army man.
But I must take my hat off to some
pilots of this seafaring clan.

These boys didn't give a damn for
the weather,
and Jap lead meant even less.
I've seen 'em fly through storms
aplenty, their plane a riddled mess.

They even patrolled where we were
fighting, to save us if we fell.
They hid in the clouds from the Ze-
ros, and the ack-ack go to #!@.

So here's to those boys of the Navy,
a bunch of d#!@ good guys,
And especially to those great pilots
who fly the PBYs.

--Jacob W. Dixon, First Lt., Air Corp
Foul Weather Front, by Rhodes Arnold

Above: A gunner in the waist blister of a PBY Catalina. Courtesy National Archives.
Background: Aleutian volcanoes. Courtesy Alaska Historical Aviation Institute.

American Cruiser Squadron



A Navy Curtiss SOC-3 Seagull reconnaissance plane is catapulted from the cruiser USS Salt Lake during the invasion of Kiska Island, August 1943.
Courtesy Alaska Historical Aviation Institute.

December 2009

Flying in the Aleutians made me think a lot about life. I had letters made out to my sister and friends in my locker, in case of not returning. ... I gave my thanks every night for another day to fly.

--FRANK BROWNING VP-41



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
			Full Moon			
6	7	8	9	10	11	12
	Pearl Harbor Remembrance Day		Last Quarter Moon			
13	14	15	16	17	18	19
			New Moon			
20	21	22	23	24	25	26
	Winter Solstice			First Quarter Moon	Christmas Day	
27	28	29	30	31		
				Full Moon		

A soldier stood at the Pearly Gate;
His face was wan and old.
He gently asked the man of fate
Admission to the fold.

“What have you done,” St. Peter asked,
“To gain admission here?”
“I’ve been in the Aleutians
For nigh unto a year.”

Then the gates swung open sharply
As St. Peter tolled the bell.
“Come in,” said he, “and take a harp.
You’ve had your share of hell.”

-- Boswell Boomhower, 1943
Thousand Mile War by Brian Garfield, 1995.

Above: Captain C.F. McGinnis and son, Robert H, ca 1943. Courtesy Robert H. McGinnis, from the collection of Clifford F. McGinnis, Post Engineer, Amchitka. Dec 1944-Jan 1946.

Background: Winter on Attu, 1944. Courtesy Mark S. Cramer, MD, FAAFP, San Diego, CA. From the collection of Lt. Marco James Cramer, Ph.D., US Army Air Corps, Meteorologist & Cryptographer, UCLA & Aleutian Islands 1943-1946, late of Venice, CA & Eleanor Mae Cramer – wife.



Aleutian World War II National Historic Area

During World War II the remote Aleutian Islands, home to the Unanga^á (Aleut people) for over 8,000 years, became one of the fiercely contested battlegrounds of the Pacific. This thousand-mile-long archipelago saw the first invasion of American soil since the War of 1812, a mass internment of American civilians, a 15-month air war, and one of the deadliest battles in the Pacific Theatre.

In 1996 Congress designated the Aleutian World War II National Historic Area to interpret, educate, and inspire present and future generations about the history of the Unangan people and the Aleutian Islands in the defense of the United States in World War II. In a unique arrangement, the Aleutian World War II National Historic Area and visitor center are owned and managed by the Ounalashka Corporation (the village corporation for Unalaska) and the National Park Service provides them with technical assistance. Through this cooperative partnership, the Unanga^á are the keepers of their history and invite the public to learn more about their past and present.

For information about the Aleutian World War II National Historic Area, visit our web site at: www.nps.gov/aleu/ or contact:

Superintendent
Alaska Affiliated Areas
240 West 5th Ave
Anchorage, Alaska 99501

Ounalashka Corporation
P.O. Box 149
Unalaska, Alaska 99685

Visitor Information (907) 581-1276
Visitor Center (907) 581-9944

Significant contributions to this calendar, in the form of images, themes, and design expertise were made by Ted Spencer of Alaska Historical Aviation Institute, San Diego, CA.

Front Cover: *A PBY is hauled out of the water at Dutch Harbor. Courtesy Alaska Historical Aviation Institute. **Back Cover:** The Aleutian World War II Visitor Center at Dutch Harbor is housed in the rehabilitated Aerology building. Courtesy National Park Service.*