H78-11 Tommy Olson and Marvin Jones
Fairbanks, Alaska
February 27, 1974
Beeline with Larry

Tommy Olson, president of Air North (formally Yukon Air) and Marvin Jones, chief mechanic of Air North. Stu Bosman is also present.
Tommy Olson talked about the flight program he attended at the University of Alaska Fairbanks right after the war. Didn't think there was a flight program at the time of the interview. He also instructed in the flight program. The students went through forty hours of flight training. They could see if the students qualified for military aviation.
He was flying at Weeks Field in 1946. Weeks Field was on approximately 13th Street, it was angled towards the present day Denali School. The tower was located towards the east at Cushman Street. Toddson and Gillan had buildings at the airport. The Alaska Flight School was at the end of Turner Street. There was a grass/gravel runway. Tom is married with five children

Marvin Jones was from Portland, Oregon. He attended a trade school and was trained in the aircraft and engine program. His first job was an aircraft mechanic for Jim Dodson at Weeks Field in June 1944. He flew along in C46s during the war with Northwest Airlines as a flight mechanic. He was single when he arrived in Fairbanks and is now married with three children.
After his first job he worked for Northern Consolidated with Ray Peterson. He bounced around to different localities wherever they needed an extra mechanic. He knew Ray Peterson as an employer. He is now the president of Wien Airlines. Tommy has interviewed Ray Peterson in the past.
Marv worked for several years with Northern Consolidated. During this time he learned to fly. He flew a floatplane in the summer. He worked for Mr. Bachner with Bachner Aircraft. He came to work for Tommy in January 1969. Marv is the chief mechanic.
Tommy was flying out of Weeks Field after the war. It was a busy time in Fairbanks. He talked about a bar called Talk of the Town. It was located between Cushman and Turner Streets. When you landed you would use the bar's lights to locate the airfield. They talk about using headlights from pickup trucks to land aircraft during the late 1960s.
In 1951 Phillips Field runway was created. They closed Weeks Field at that time and started putting in the housing. Fairview Manor was located on Weeks Field.
Tommy worked for himself until 1957. He then went to work for Hollie Evans (?) of Fairbanks Air Service at Phillips Field. He worked there for ten years and then joined with Ron Quinn to form an air service. In the fall of 1967 they combined with Fort Yukon Service run by Mr. Fairchild.
Glenn Despain called in with a question. He asked Tommy about a bakery on the runway that they had to avoid while they were landing. Neither could remember the name of the bakery. It was the Patty Cake Bakery according to another caller.
Larry asked about aircraft and how many employees Tommy had at Air North. Tommy said they had twenty-three employees with ten pilots. They also operate out of Fort Yukon for cargo transport. Tommy talked about a new terminal at the metro airport in the

plans. They had thirteen aircraft with two more 207s on order. They were restricted to under 2,500 pounds takeoff weights. They have four aircraft that can carry ten passengers at a time. If they go larger they are required to have a co-pilot. It would require certificate changes to get into larger airplanes.
Sonny said a caller wanted to know who ran the Talk of the Town bar. One of the callers said Harry Sams and Alex Miller both owned it at one time. Phil Grayson owned it at one time, too. They all talked about one establishment called the Squadron Club with the fuselage of a C46 as part of the entrance. It was located on Cushman. They discuss another Squadron Club owned by Lou Gigaletti.
Larry asks Tommy for a flying story. Tommy talked about one plane from Minto that had crashed when the pilot had overloaded it. The plane was damaged very badly. It was purchased by Paul Haggelman, Jr. and Ken Murie, Jr. in 1960 or 1961. They tried taking off without a canopy or windshield. They broke the nose wheel on it trying to take off in the winter. When Tommy got into the air it wouldn't climb very well. The air dynamics were all messed up. He also had a flight where he ran into a power lines.
Larry asked the toughest part of keeping small aircraft going during cold weather. Marv said just keeping the planes warm enough to fly is a problem. Marv talked about when he was working with Mr. Bachner.