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2003 SENATE TRANSPORTATION

SCR 4033

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10/23/03

Date

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2003 SENATE STANDING COMMITTEE MINUTES BILL/RESOLUTION NO. SCR 4033

Senate Transportation Committee

☐ Conference Committee

Hearing Date 2-28-03

Tape Number	Side A	Side B	Meter#
1	X		25-3969
1		X	1360-1458
ommittee Clerk Signature	Mary	K monson	

Minutes:

Chairman Senator Thomas Trenbeath opened the hearing on SCR 4033, a concurrent resolution directing the Legislative Council to study the feasibility and desirability of redesignating the Four Bears Memorial Bridge as the Medal of Honor Bridge.

Senator Linda Christenson (District 18) Introduced SCR 4033. Feels very deeply about

veterans and the sacrifices they have given to our country. Honor and sacrifice are two words that are most precious in our vocabulary especially as it relates to people who serve our country, both men and women. She feels it is highly appropriate that a bridge in ND should be dedicated to the Congressional Medal of Honor awardees. Although she endorses renaming a bridge after the Medal of Honor winners she made it clear that she does not endorse the renaming of this particular bridge since it has its own history and heritage. Emphasized that this is an effort to vindicate democracy, every person has a right to a hearing, and also to vindicate the sacrifice and

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Page 2
Senate Transportation Committee
Bill/Resolution Number SCR 4033
Hearing Date 2-28-03

honor of the award recipients and the dedicated veterans, the highly honored ones living and dead.

Richard Starke (Retired Air Force Officer) Supports SCR 4033. See attached testimony. Pointed out that both ends of the existing bridge are on federally owned property that underlines and surrounds the reservoir. It is not on reservation land. He also said that the resolution as printed was not what he had in mind. He didn't intend to redesignate the Four Bears Memorial Bridge. He wanted to amend the resolution to name the replacement bridge the Medal of Honor Bridge in memorial for the Medal of Honor recipients in the state of ND.

Tex Hall (Chairman of the Mandan, Hidatsa and Arikara Nation) See attached testimony in opposition.

Carol Two Eagles (Meter 2298) Testified in opposition to SCR 4033. She said that it would show disrespect to those veterans who are not medal of honor winners but are equally willing to take the risk. There is already a memorial bridge in ND in Bismarck. That bridge could be renamed but the renaming of a bridge from a native name to any non Indian name is an affront to the people of the Mandan, Hidatsa or Arikara nations.

Austin Gillette (US Marine Corps Veteran) (Meter 2815) Testified in opposition to SCR 4033.

To him, the renaming of the bridge is a commendable effort but it is not the place for the name to be.

Francis Ziegler (Project Development Director ND DOT) See attached testimony.

Tracy Potter (Chairman of the Tourism Alliance Partnership) Stand with Mandan, Hidatsa and Arikara friends in opposing SCR 4033 and stated that it is not just the Indian nations that oppose the name change.

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Page 3
Senate Transportation Committee
Bill/Resolution Number SCR 4033
Hearing Date 2-28-03

Mervin Packineau (Vice Chairman MHA Nation) The bridge signifies the struggles as a tribe and the Chiefs, the leaders of the tribes, should be rightfully displayed. The bridge should be round after them because they are the Medal of Honor winners to the Indian people.

Senator Exerciser (District 9) The effort to rename the bridge is noble but in his opinion it should not pass. The Indian tribes support giving the Medal of Honor name to another bridge.

The hearing on SCR 4033 was closed.

Senator Bercier moved a Do Not Pass. Seconded by Senator Espegard. Roll call vote 6-0-0.

Passed. Floor carrier is Senator Bercier.

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Date: 2-28-03
Roll Call Vote #:

2003 SENATE STANDING COMMITTEE ROLL CALL VOTES BILL/RESOLUTION NO. <u>SCR 4033</u>

Senate TRANSPORTATION				Com	mittee
Check here for Conference Com	mittee				
Legislative Council Amendment Nun	nb er			·	
Action Taken Do no	t pa	<u></u>			
Action Taken Do no Motion Made By Senator B	ercie	ن Se	conded By Senston	Espe	gore
Senators	Yes	No	Senators	Yes	No
Senator Thomas Trenbeath, Chair	V		Senator Dennis Bercier	سا ا	
Senator Duaine Espegard, V. Chair	V		Senator Ryan Taylor	1 "	
Senator Duane Mutch	V				
Senator Dave Nething	سا				
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Total (Yes)		No	0		<u>.</u>
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loor Assignment Senator	130	scie			
the vote is on an amendment, briefly	indicat	e intent	:		

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1019303

REPORT OF STANDING COMMITTEE (410) February 28, 2003 1:07 p.m.

Module No: SR-36-3678 Carrier: Bercier Insert LC: . Title: .

REPORT OF STANDING COMMITTEE

SCR 4033: Transportation Committee (Sen. Trenbeeth, Chairman) recommends DO NOT PASS (6 YEAS, 0 NAYS, 0 ABSENT AND NOT VOTING). SCR 4033 was placed on the Eleventh order on the calendar.

(2) DESK, (3) COMM

Page No. 1

8R-36-3678

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2003 TESTIMONY

SCR 4033

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Date

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STARKE TESTIMONY PAGE 1 of 7

HELLO NORTH DAKOTA STATE LEGISLATORS. THANK YOU FOR
ALLOWING ME TO APPEAR BEFORE YOU TODAY. MY NAME IS RICHARD STARKE.

I AM A 71 YEAR OLD RETIRED UNITED STATES AIR FORCE OFFICER, SERVING
FROM 1952 TO 1972. I AM 70% DISABLED FROM SERVICE-CONNECTED INJURIES.

I WAS BORN NEAR VALLEY CITY AND RAISED ON A FARM. MY FATHER
WAS A PILOT AND SO WE ALL LEARNED TO FLY AT OUR FARM STRIP. OUR
INSTRUCTOR WAS A WORLD WAR II PILOT WHO TAUGHT AERONAUTICS AT
VALLEY CITY HIGH SCHOOL AND CAME TO OUR FARM AFTER SCHOOL TO TEACH
US.

OF DUAL WITH MR. CINKE AND THE AVIATION CAREER BEGAN. MY DAD BUILT HIS OWN HANGAR AND RUNWAYS ON THE FARM WHICH SOON BECAME THE BASE OF MANY PLANES FROM THE VALLEY CITY AREA. FOLLOWING GRADUATION FROM VALLEY CITY STATE TECHNICAL COLLEGE IN 1952, I JOINED THE UNITED STATES AIR FORCE BEHIND MY OLDER BROTHER, WHO JOINED IN 1950. MY FIRST ASSIGNMENT IN PRIMARY FLIGHT TRAINING WAS TO SPENCE AIR BASE, GEORGIA. SIX MONTHS OF INSTRUCTION AND ACADEMICS IN AIRCRAFT PERFORMANCE, LEADERSHIP, SIMULATOR INSTRUMENT TRAINING AND 120 HOURS IN THE NORTH AMERICAN T-6G AND WE WERE OFF TO BASIC TRAINING AT REESE AIR FORCE BASE, LUBBOCK TEXAS. THE SAME ROUTINE, ACADEMICS INCLUDING AIRCRAFT SYSTEMS AND PERFORMANCE, LEADERSHIP, CODE, INSTRUMENT SIMULATORS AND INSTRUCTION IN THE NORTH AMERICAN T-28A, A TRICYCLE GEARED, 800 HP PLACE AND LATER THE B-25 LIGHT BOMBER OF

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STARKE TESTIMONY PAGE 2 of 7

DOOLITTLE FAME (USED TO BOMB JAPAN FROM NAVY AIRCRAFT CARRIERS WHO LANDED IN CHINA).

AFTER MANY HOURS OF INSTRUCTION BY UNITED STATES AIR FORCE INSTRUCTOR PILOTS, WE WERE ALLOWED TO FLY WITH TWO AVIATION CADETS AND AN ENLISTED CREW CHIEF IN THE B-25, WHICH HAD TWO 2000 HP ENGINES, THREE-BLADED PROPS, RETRACTABLE LANDING GEAR, AND WAS VERY FAST! (ABOUT 200 MILES PER HOUR) AFTER SIX MONTHS OF BASIC TRAINING WE WERE COMMISSIONED 2ND LIEUTENANT PILOTS WITH THE ENTRY LEVEL PILOT'S RATING OF PILOT, UNITED STATES AIR FORCE!

AFTER THIS YEAR OF PRIMARY AND BASIC I WAS SENT TO MULTI-ENGINE ADVANCE TRAINING AT RANDOLPH AIR FORCE BASE NEAR SAN ANTONIO, TEXAS, WHILE OTHERS WERE ASSIGNED TO SINGLE ENGINE (FIGHTER) ADVANCED TRAINING AT OTHER SOUTHERN BASES. OUR STUDENT CREW CONSISTED OF PILOT, CO-PILOT, (ME) AND ENGINEER. WE WERE TAUGHT BY INSTRUCTORS IN THE THREE AREAS, SUPPLEMENTED BY ACADEMICS IN AIRCRAFT SYSTEMS (AIR, PNEUDROLICS, FUEL, RADIOS, NAVIGATION) IN THE BOEING B-29 WHICH HAD BEEN USED IN THE KOREAN WAR, JUST FINISHED. AFTER THREE MONTHS OF ADVANCED TRAINING, OUR CREW WAS TRANSFERRED TO HOLLOMAN AIR FORCE BASE, ALAMAGORDO, NEW MEXICO, JUST NORTH OF EL PASO, TEXAS. THE BASE SUPPORTED RESEARCH AND DEVELOPMENT OF AIR TO AIR, AIR TO GROUND, GROUND TO AIR MISSILES, ROCKETS, CREW ESCAPE SYSTEMS AND EARLY (1944) ATOMIC WEAPONS. THE

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STARKE TESTIMONY PAGE 3 of 7

FIRST UNITED STATES NEUCLEAR DETONATION WAS AT TRINITY SITE ABOUT 50 MILES NORTH OF THE BASE.

I BEGAN FLYING (I.E. CHECKED OUT) THE SINGLE-ENGINE DEHAVILAND "BEAVER", THE B-25, THEN ADDED THE B-26 AND WITH 1800 HOURS THE BOEING B-50. THE JET POWERED AIRCRAFT WERE THE T-33 (LOCKHEED), F-94B, F-94C, AND F-86H, FOR A TOTAL OF § PLANES WHICH I FLEW DAILY. I WROTE THE FLIGHT MANUAL FOR THE L-20 BEAVER, WAS APPOINTED AS INSTRUCTOR PILOT IN L-20 AND B-26 AIRCRAFT. I WAS THE DESIGNATED PILOT FOR COLONEL JOHN STAPP M.D., THE FAMOUS AVIATION MEDICINE PIONEER, AND THE PRIMARY PILOT FOR THE RYAN "FIREBEE" Q-2 DRONE PROGRAM AT HOLLOMAN.

I HAD A FULL-TIME JOB AS CREW SCHEDULING OFFICER YET FLEW A FULL SHARE OF LOCAL SUPPORT MISSIONS. ON WEEKENDS I BUILT UP MY TIME BY FLYING A B-50 FROM HOLLOMAN TO THE WEST COAST, THEN TO THE EAST COAST, THEN TO HOLLOMAN ON SUNDAY. AFTER THREE YEARS OF DEMANDING AND EXCITING FLYING, I VOLUNTEERED FOR AN ASSIGNMENT TO FLY THE NEW W/R-B-66 JUST BEING DEVELOPED AND WAS ACCEPTED FOR ASSIGNMENT TO BITBURG AIR BASE IN WESTERN GERMANY, LEAVING HOLLOMAN IN 1957. THE 10TH RECONNAISSANCE WING AT BITBURG GERMANY HAD NOT RECEIVED THEIR NEW AIRCRAFT YET SO I FLEW T-33 AND B-26S AND THEN REPORTED TO CHATEROUX AIR BASE AT LAON, FRANCE FOR TWO WEEKS WHERE I CHECKED OUT THE BRITISH-BUILT RB-57 "CANBERRA" ALSO BEING FLOWN AT SPANGDALL.

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Deanna Shillington

STARKE TESTIMONY PAGE 4 of 7

ALREADY AN EXPERIENCED PILOT AT AGE 24, I QUICKLY LEARNED TO FLY
THE NEW, POWERFUL B-66. FLIGHTS ON NOTE INCLUDE: 1) LANDING A B-66 WITH
A SHATTERED WINDSHIELD AND FAILED ENGINE AT NIGHT IN A RAINSTORM. 2)
FIGHTING AN AIRCRAFT WITH PARTIALLY FROZEN CONTROLS FROM 36,000 FEET
TO 3,000 FEET IN AN INVERTED CONDITION OVER THE MEDITERRANEON OCEAN.
3) ESCAPE FROM CAPTURE OF THE AIRCRAFT AND CREW BY TWO MIG-15
RUSSIAN FIGHTERS BY ENTERRING A VERTICAL DIVE AT LIMITING MACH (.95)
TO LOW LEVEL OVER THE BLACK SEA AND LANDING IN TURKEY WITH CREW
AND PLANE UNDAMAGED. (SEPTEMBER 1998 VFW MAGAZINE)

MY EXPERIENCE AND SKILL AS A PILOT EARNED ME APPOINTMENT TO A GROUP WHO DEVELOPED AERIAL REFUELING THE NEW B-66 FROM A VARIETY OF TANKER AIRCRAFT BY PROBE AND DROQUE AND FLYING BOOM METHODS.

AFTER ONE ATLANTIC CROSSING AS WINGMAN, I WAS APPOINTED FLIGHT LEADER AND INSTRUCTION PILOT IN THE NEW AIRCRAFT.

AFTER THREE YEARS IN GERMANY I WAS ASSIGNED TO THE 19TH
LOGISTICAL SUPPORT SQUADRON AT KELLY AIR FORCE BASE, TEXAS, FLYING C124 GLOBE MASTER TRANSPORTS CARRYING NEUCLEAR BOMBS, WARHEADS,
AND ARTILLERY SHELLS TO NATO AND UNITED STATES AIR FORCE BASES
WORLDWIDE (EUROPE AND ASIAN UNITED STATES AIR FORCE BASES).

I ENTERRED NIGHT SCHOOL IN SAN ANTONIO WHERE I EARNED A
SCHOLASTIC AWARD FOR THE MATHEMATICS COURSES AT THAT SCHOOL.

AFTER 2 YEARS I APPLIED FOR AND RECEIVED ASSIGNMENT TO THE AIR FORCE
INSTITUTE OF TECHNOLOGY AT DAYTON, OHIO, AND WAS SENT TO THE

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STARKE TESTIMONY PAGE 5 of 7

UNIVERSITY OF NORTH DAKOTA STUDYING INDUSTRIAL ENGINEERING, COMPLETING THE FOUR YEAR COURSE OF STUDY IN TWO AND ONE-HALF YEARS.

DURING MY SUBSEQUENT ASSIGNMENT TO CHANUTE AIR FORCE BASE, ILLINOIS, AS A MANAGEMENT ENGINEERING OFFICER, I SHAVED 263 POSITIONS FROM THE BASE POPULATION AT AN ANNUAL SAVINGS OF \$7,000,000. AT CHANUTE I WAS AN INSTRUCTOR PILOT IN THE CESSNA U3A. AFTER TWO YEARS AS A PRACTICING ENGINEER I WAS CALLED BACK TO FLIGHT DUTY IN THE NEW SUPERSONIC RECON PLANE CALLED THE PHANTOM II. ADAPTED FROM THE NAVY F4 FIGHTER, IT WAS EQUIPPED WITH A VARIETY OF SENSORS INCLUDING REGULAR CAMERAS, INFA-RED AND RADAR SYSTEMS THAT COULD FLY AT HIGH SPEEDS DAY OR NIGHT THRU HEAVY WEATHER. THE AIRCRAFT'S ROLE IN RECONNAISSANCE REQUIRED AN EXPERIENCED AND SKILLFUL PILOT AND MANY LOST AIRCRAFT WERE DUE TO PILOT ERROR.

BECAUSE OF MY EXPERIENCE I WAS APPOINTED TO SQUADRON STANDARDIZATION OFFICER OR CHIEF PILOT AND FLEW WITH GENERAL MINH, VIETNAM AIR FORCE COMMANDER WHEN HE WAS SCHEDULED TO FLY. I WAS GIVEN THE MOST DEMANDING AND DANGEROUS FLIGHTS BECAUSE I WAS THE BEST PILOT IN THE WING. I WAS AWARDED THE SILVER STAR, BRONZE STAR, AIR MEDAL WITH 13 OAK LEAF CLUSTERS FOR MY 48 NORTH VIETNAM MISSIONS WHERE I WAS SHOT DOWN IN JUNE OF 1969, ONE MONTH BEFORE MY TOUR WAS UP. USING SUPERIOR SKILL AND JUDGEMENT I FLEW THE CRIPPLED AIRCRAFT

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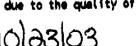
STARKE TESTIMONY PAGE 6 of 7

TO DA NANG AIR FORCE BASE NEAR THE DEMILITARIZED ZONE, BUT IT WAS SO SEVERELY DAMAGED THAT IT NEVER FLEW AGAIN.

MY REFUELING EXPERIENCE IN B-66 AND RF4-C PLANES TOOK ME TO AN AERIAL REFUELING SQUADRON AT MINOT AIR FORCE BASE, NORTH DAKOTA. WHERE I FLEW TWO FLIGHTS OF NOTE. THE FIRST FLIGHT WAS IN AN EC-135. A REFUELABLE MODIFIED KC-135. THE AFT COMPARTMENT HAD BEEN MODIFIED TO CONTAIN A FULLY FUNCTIONING COMMAND POST THAT WOULD BE LAUNCHED BEFORE A PENDING OR ACTUAL NEUCLEAR ATTACK TO LAUNCH THE UNITED STATES MISSILES AGAINST THEIR TARGETS. THE MISSILE LAUNCH OFFICERS WERE TRAINED AND ABLE TO LAUNCH AND THE AIRCRAFT COULD BE FLOWN WITHIN THE EARLY WARNING TIME PROVIDED BY THE SATELLITE INFORMATION. MY FLIGHT WAS DESIGNED TO TEST THE SOVIET RADARS AND DEFENSIVE AIRCRAFT REACTION TIMES. BECAUSE OF THE POSSIBILITY OF LOSS OF THE AIRCRAFT THERE WERE NEVER ACCOUNTS OF THE FLIGHT IN OUR RECORDS.

AFTER A NORMAL FLIGHT TO EIELESON AIR FORCE BASE, ALASKA, WE EXTEND TWO DAYS OF TRAINING IN ARCTIC SURVIVAL AND POLAR NAVIGATION. ON THE APPOINTED DAY WE DEPARTED THE BASE, FLEW NORTHWARD TO THE NORTH POLE, REFUELED IN AIR TO FULL FUEL TANKS FROM AN EIELESON KC-135, TURNED SOUTH FROM THE POLE TO MEET A KC-135 FROM A BASE IN ENGLAND, REFUEL AGAIN TO FULL TANKS AND REVERSE COURSE TO THE POLE AGAIN, THEN TURN SOUTH TO LAND IN MINOT. TOTAL TIME 16 ½ HOURS.

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STARKE TESTIMONY PAGE 7 of 7

THE SECOND FLIGHT, ALSO ARRANGED BY THE WING COMMANDER GOING TO SAC HEADQUARTERS, I WAS SELECTED TO LEAD A FLIGHT OF 4 KC-135S AND 16 F4C FIGHTERS FROM MARCH AIR FORCE BASE, RIVERSIDE CALIFORNIA TO CAM RHAN BAY, RVN. BECAUSE OF MY EXTENSIVE REFUELING EXPERIENCE I WAS THE MOST QUALIFIED IN THE ENTIRE AIR FORCE. THE MISSION WAS PERFORMED AS PLANNED WITH THE EXCEPTION OF A TANKER ENGINE FAILURE REQUIRING AN AIR ABORT TO HICKAM, BUT FOLLOWING FLIGHTS SUCCESSFUL. I RETIRED ON THE 3RD OF JUNE, 1972.

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Main Identity

From:

"Linda S. Christenson" <|christe@state.nd.us>

To:

"dick starke" <starkef4@nduk.net>

Sent:

Wednesday, February 26, 2003 8:15 AM

Subject:

Re: moh

Dear Dick

The resolution on the MOH Bridge will be heard Friday, Feb. 28 at 9:00 in front of the Transportation Committee. Please bring your testimony typed if possible. Remember to be low-key and have your facts ready. Above all, do not be negative,, especially toward the Native Americans. There will be a time perimeter, so be brief and to the pointl. I will be there to introduce the measure, but I will have to leave for other committee hearings. Good luck and I'll see you Friday. Linda

2/27/2003

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Date

5 Elm Street Burlington ND 58722-2007 July 22, 2002

Letter to the Editor.

The tragic events of 9/11 have brought out the latent patriotism of the citizens of this great country and united us all in the struggle to keep our nation the home of the free and the brave.

There exists a group of heroes who mostly have given their most precious of all possessions, their lives, in defense of their country but have sadly been forgotten, our Medal of Honor recipients. For the 3,426 men of the armed forths, there are only four memorials in the entire country and not one for the 16 MOH recipients for the state of North Dekots.

It is my goal to honor these heroes by naming the bridge on highway 23 west of New Town, the "Medal of Honor Bridge" in honor of not only our state heroes, but those of the entire country. I can think of no citizen who would deny these men their due.

Please give them your support.

The 12 foot wide walkway should be divided into 16 segments, one for each recipient with a bench where pedestrians may pause and read the bronze plaque that tells of their heroic actions. A parking lot at each end would hold the automobiles and perhaps a small interpretive center would be appropriate.

The motif or decorations of the bridge should be simple so that it represents the culture of the citizens of the state.

Please join in this unique opportunity to provide a suitable and lasting memorial for the most dedicated and patriotic citizens that the state and nation have ever produced.

A unanimous bipartisan vote of approval will show that the state is the leader in recognizing the Medal of Honor recipients with a fitting and lasting memorial.

Very truly yours, Richard A. Sterke, Najor USAF (ret'd)

More information at www.fourbearsbridge.com.

www.homeofheroes.com/moh/states/nd.html, www.cmohs.org and www.army.mil/cmb-pg/mohl.htm

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MIVETS **AMERICAN VETERANS** DEPARTMENT OF NORTH DAKOTA



Jerome A. Fjeld Amvets Department Commander 918 11th Street N.W. Minot, North Dakota 58703 701-839-8322

Dear Richard A. Starke

It would be an honor to offer my support to this most deserving memorial. Our Medal of Honor Recipients deserved to be recognized; not only for their Patriotism, but for their Heroism in giving their lives so that we may be free.

DEPARTMENT COMMANDER, ND

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VETERANS OF FOREIGN WARS OF THE UNITED STATES

DEPARTMENT OF NORTH DAKOTA MNOT, NORTH DAKOTA \$6708

September 16, 2002

Richard Starke 5 Elm Street Burlington, ND 58722

Dear Mr. Starke,

The Veterans of Foreign Wars, Department of North Dakota, is proud to endorse your proposal to name the new bridge to be built across the Missouri River on North Dakota State Highway 23 the "Medal of Honor Bridge".

This bridge would be a fitting tribute to those whose bravery and courage, in defense of our Nation, resulted in the awarding of the highest honor our Nation can bestow - the Medal of Honor.

The Veterans of Foreign Wars, Department of North Dakota would like to thank you for your endeavors in making this proposal become a reality.

Sincerely,

Wayne Paulson, Adj/QM

Mayor Parlson

VFW, Department of North Dakota

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Dear Richard,

I think that marring

the New Town bridge after over

medal of honor recipients is

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ND American Ligim

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September 2002

Letter for Medal of Honor. Bridge name in Newtown Memorial for our (16) Medal of Honor recipients for North Dakota.

Chapter #4 will donate \$100 for additional costs.

Approved by Chapter #4.

Thank you,

Tigned. Ray St. Bushwell abj/ Low

GARY STUBER

Department Commander

Dept Disabled American Veterans, Minot ND

Jary & Stucker Dept. Combr.

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The North DAKOTA Viet nam Veterans of tmerica Support the name of "Medal of lonor Bridge" for the bridge at New Town.

Good luck & Best Wishes -

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10 Soft. 02

Richard Starke 5 clm St. Burlington, T. D.

Hi Dick, About our Conversation on the Hew Lown Bridge Bry personal apinion is what you are doing is a very worth while cause to name this bridge after our midal of Hanor Ricipients. The light of secutive Committee will be meeting in mott on the 20th of Sept. Iwill take all the

information you gave me to the committee of blow up with a letter on their decision whither the deptivile support this project. If you have the names of all the Medal wenner please E. mad them week popul

Enclosed is my card.

Surrely Dept couls Lebester Bro

Source of Commissions States and Monters summer of sort so

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16 Medals of Honor are Accredited to North Dakota

. The last US ARMY Medal of Honor action occured on August 17. 1971 when Special Forces Lt. LOREN HAGEN of Fargo was killed in his moment of valor.

"For Conspicuous Gallantry and Intrepidity in Action At the Risk of Life Above and Beyond the Call of Duty"

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Spanish-American \	Var	a resignanti di anno di di anno	- no sale immente (a do l'animonità proprieta de l'antido de l'animonità de
Carter, Joseph Edward	Newy	Manchester, Engle	nd North Dekets
Philippine Insurection			
Anders, Frank Lafeyette	Army	Fort Lincoln, DAK	Fargo, ND
Boshier, Otto A.	Army	Germany	Wahpeton, ND
Davis, Charles P	Army	Long Preirie, MN	Valley City, NO
Downs, Wills H.	Army	Mount Carmel, CT	Jamestown, ND
Jegsen. Gottred	Army	Denmark	Devils Lake, ND
Kinne, John Bexter	Атту	Balck, Wi	Fargo, ND
Longfellow, Richard Moses	Army	Logan County, IL	Mandan, ND
Ross, Frank Fulton	Army	Aven, IL	Langdon, ND
Siettsland, Thomas	Army	Sorgen, Norway	Grafton, ND
World War I			
Bradley, A., Willis Winter	Nevy	Rancomville, NY	North Dakota
"Smith, Fred E.	Army	Rockford, M.	Bartiett, ND
"Wold, Neis T.	Army	Winger, MN	Minnewsukan, ND
World War II	•		
Block, Orvilla Emil	Army	Dig Falls, Wi	Streeter, ND
**Gurion, Henry	UBMC	Noche, ND	North Dekots
Vietnam			
"*Hegen, Loren Dougles	Army	Fargo, ND	Fargo, MD
The following Medal () Honor Recipie enlisted in military service in enather they are s	state to which	N in the State of North . Is their award is accredit "Home Town Heroes".	Dahoto but either moved to or ad. 'By virtue of their high.
Fitzmeurice. Michael John	Army	Jamestown, ND	Cavour, SD

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EAA CHAPTER 265

January 10, 2003

RE: Legislation of the Newtown Bridge

Dear Sir or Madam:

On behalf of the members of the Experimental Aircraft Association (EAA) chapter 265, we find it appropriate to dedicate the new bridge at Newtown as the "Medal of Honor Bridge". There are 3426 Medal of Honor recipients in this great nation of which 16 are from the State of North Delion. Since there is currently no memorial in the State to honor these recipients, this Chapter finds it appropriate to dedicate the new bridge at Newtown to these heroes. It is very important to honor the men and women that fought and gave the ultimate price of life to preserve the freedom we know today.

Sincerely,

Michael F. Nass

President EAA Chapter 265

108 11TH AVE SE APT#1 • MINOT, ND • 58701 TELEPHONE: (701) 839-8864

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Operator's Signature

10/93/03

ate



PIETSCH AIRCRAFT RESTORATION & REPAIR



January 13, 2003

RE: The legiclation of the Newtown Bridge

To Whom It May Concern:

I would like to show my support in the dedication of the new bridge at Newtown as "The Medal of Honor Bridge". Throughout the nation there have been 3,426 Medal of Honor recipients, sixteen of which are from the state of North Dakots. At this time there is no memorial in North Dakots to honor these recipients. Naming the new bridge as the "Medal of Honor Bridge" would be an appropriate dedication to those heroes who gave their lives to their country. The state of North Dakots should show our pride in honoring the men who sacrificed their lives fighting for the freedom we enjoy today.

Sincerely,

Warren Pietsch

2216 NORTH BROADWAY • MINOT INT'L AIRPORT • MINOT, ND 58708 701-852-4092 • FAX 761-852-5343

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<u>10193/03</u>



February 3, 2003

For reasons to be specified, the Board of Directors for the Dakota Territory Air Museum in Minot, North Dakota, wish to go on record in support of naming the the new, federally funded bridge spanning the Missouri River just west of New Town, The North Dakota Medal of Honor Bridge.

We feel this tribute to North Dakota's greatest heroes is a fitting tribute. Being recognized with the naming of this new bridge would accomplish what North Dakota has so far failed to do. This lasting monument would be a perpetual reminder that citizens of this great state have given outstanding service to their country. A statue in a park would be nice, but naming this bridge The North Dakota Medal of Honor Bridge would better serve to remind more people that North Dakota has many Medal of Honor recipients and to honor those from our state who have received our country's highest honor.

As this bridge is a federally funded project for North Dakota and spans federally owned and controlled waters, we feel this naming to be appropriate and worthy of its stature.

the Board of Directors:

James Bergo

Don Larson

Paul Inggoron

Rich Larcombe

Ray Buell

H. Bud Tryhus Gary Johnson .

ry Johnson 🕟 Warren Pietsch

Fred Gantzer

Gordon Valgren

James Keller

Darrel Kerzmann

MINOT INTERNATIONAL AIRPORT + P.O. BOX 191 + MINOT NORTH PLANATA SHIP

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Operator's Signature

10,93,03



Both on the family farm in January 1939, Lindy years, usee Tony's story Citadunted from Valley City State 1952. Accepted as Caderin Air Force at Spence AB. Georgia. where he trained in the N. American 16G TEXAN Basic multi-engine at Reeso AFB. Lubbock, Texas, Flew N. American 1935 and B 25's Commissioned 2nd Lt Ord 1953 Advanced multi-engine at Handiolf Al B. San Antonio, Texas, tlying 8-29's Three years of flying support missions in every form of rocketty from air-to-air to nuclear. Flew these planes: B-26, L-20, t-26, L-33, F-94 B & C B-50 D & F-86 R at Holloman AFB, New Maxico, 1957—30, 42nd Jactical Recon, Sprin, Spangdahlem Germany, Flew the RB-66, WR66D & Bird Ganhorin (RB-57). Selected as team member in development of alt-to-air refuding, and was named a flight leader

1959.—Transport squadron. He piloted huge Douglas C-124's delivering nuclear weapons workfwide. Based at Kelly AFR 1960-62 and given straight A's white attending right school at San Antonio Jr College Accepted into the AF Institute of Technology, and was sent to the U of ND, Grand Forks to study Industrial Engineering. He roceived his degree in 1964 and was sent to Chanute AFB. Illinois where he spent 2% years as Management Engineer

1967—Back to flight duty, Mastered the McDonold-Douglas BF-4C exceeded Mach 2 at 58,000 ft. Sent to Vietnam. 12th TAC Recon. Sodn. Son Nhut AB Named Standardization/Evaluation Officer. Flew. 167 missions.

1968-to 900th frefueling Sqdn. Minor Al B. Selected as flight leader in two highly specialized and sensitive operations and their became a controller in the Wing Command Post until retirement in 1972 with the rank of Major Since then a resident

NOTEWORTHY ACHIEVEMENTS

While piloting a RB-66 on recon over the Black Sea, he was attacked by Russian MIG-15 fighters. He escaped by a near supersonic speed dive to "the deck." and avoided capture. This escapade reported to the December '98 VFW magazine

He was commended for saving the ancient and drew when their RE-66's niteron controls fraze, and he fought inverted flight from 38,000 ft, to 6,000 ft, hefore

Vietnam: He flew 167 missions, 60% of which were dangerous night recon, flights Awarded the Bronze Star and 14 Air Medals. Also the Silver Star for pinpointing a heavy artiflery position white under intense around fire which damaged his RF-4C. Forty inlasions over NVN

Recognized as "the smoothest stick and ruidder man tive seen" by Wing Commander Col. Wm. Culbertson. Dick was selected to paid the EC-135 Command Post aircraft. and to lly this plane on a top secret endurance flight to: test the aircraft, flight personnel and command personnel, and Russian delense redai. The flight was from Fairbanks over the pole and along Russia's partitional to Finland and return over the pole to Minot AFB. Two refuelings and 1922 his in the air Successfully done

He was placed in command of 16 F4 C. Equiers and 4 KC-135 lankers with orders to move the fighters from Riverside California to South Vielnam with senal refueling done electric Successfully done!

After retirement, he restored the 1934 Streson Heliant (see Gene's story) to brand new condition. It is a permanent part of the collection at the Dakota Territory Museum in Minot.



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The President of the United States in the name of The Congress takes pleasure in presenting the Medal of Honor

*HAGEN, LOREN D.

Rank and organization: First Lieutesiant, U.S. Army, Infantry, U.S. Army Training Advisory Group. Place and date: Ropublic of Vietnam, 7 August 1971. Entered service at: Fargo, N. Dak. Born: 25 February 1946, Fargo, N. Dak.

Citation.

1st La Hagen distinguished himself in action hile serving as the team leader of a small reconnaissance team operating deep within enemy-held territory. At approximately 6630 hours on the morning of 7 August 1971 the small team came under a fierce assault by a superior-sized enemy force using heavy small arms, automatic weapons, mortar, and rocket fire. 1st Lt. Hagen immediately began returning small-arms fire upon the attackers and successfully led this team in repelling the first enemy onslaught. He then quickly deployed his men into more strategic defense locations before the enemy struck again in an attempt to overrun and annihilate the beleaguered team's members. 1st Lt. Hagen repeatedly exposed himself to the enemy fire directed at him as he constantly moved about the team's perimeter, directing fire, rallying the members, and resupplying the team with ammunition, while courageously returning small arms and hand grenade fire in a valorous attempt to repel the advancing enemy force. The courageous actions and expert leadership abilities of 1st Lt. Hagen were a great source of inspiration and instilled confidence in the team members. After observing an enemy rocket make a direct hit on and destroy 1 of the team's bunkers, 1st Lt. Hagen moved toward the wrecked bunker in search for team members despite the fact that the enemy force now controlled the bunker area. With total disregard for his own personal safety, he crawled through the enemy fire while returning small-arms fire upon the enemy force. Undianted by the enemy rockets and grenades impacting all around him, 1st Lt. Hagen desperately advanced upon the destroyed bunker until he was fatally wounded by enemy small arms and automatic weapons fire. With complete disregard for his personal safety, 1st Lt. Hagen's courageous gallantry, extraordinary heroism, and intrepidity above and beyond the call of duty, at the cost of his own life, were in keeping with the highest traditions of the military service and reflect great credit upon him and the U.S. Army.

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The President of the United States in the name of The Congress takes picasure in presenting the Medal of Hour

"GURKE, HENRY

Rank and organization, Private Enst Class, 1).5. Marine Corps, Born: 6 November 1922 Necke N. Duk Accredited to North Dakota

Citation

Tot salt av disary berough and compace above and persons the call of duty Platford Total Consequent of a Vital Food Date & Bull Con August Hay on Bongainville sland of Curke, in company with another Marine was delivering a florce stream of fire against the main vanguard of the Japanese. Concluding from the increasing ferocity of greands harrages that the chomy was determined to annihilate their small, 2-man foxbole he resorted to a bold and desperate measure for holding out despite the torrential bail of shells. When a Japanese greenide dropped squarely late the ferbole Fic Gurke mindful that his companion manned an automatic weapon of superior live power and therefore could provide more effective resistance thrust him roughly saide and flung his own body over the missile to smother the explosion. With unswerving devotion to day and superb value sacrificed himself in order that his comrade might live to carry on the fight. He gallantly gave his life in the service of his country

Citation Courtesy of www.HomeOfHeroes.com

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Jan. 3 Enclosed are some clip pings, etc on my great upcle, Charles Davis He was married to my The articles give a lot of hestory and the T.R. Odrticle tells about Charles and where his Congressional gold medal is. I think its great that you're pursuing this Indexor to have the bridge at Newtown deli-Trated in their honor. My sister is Jacquetta

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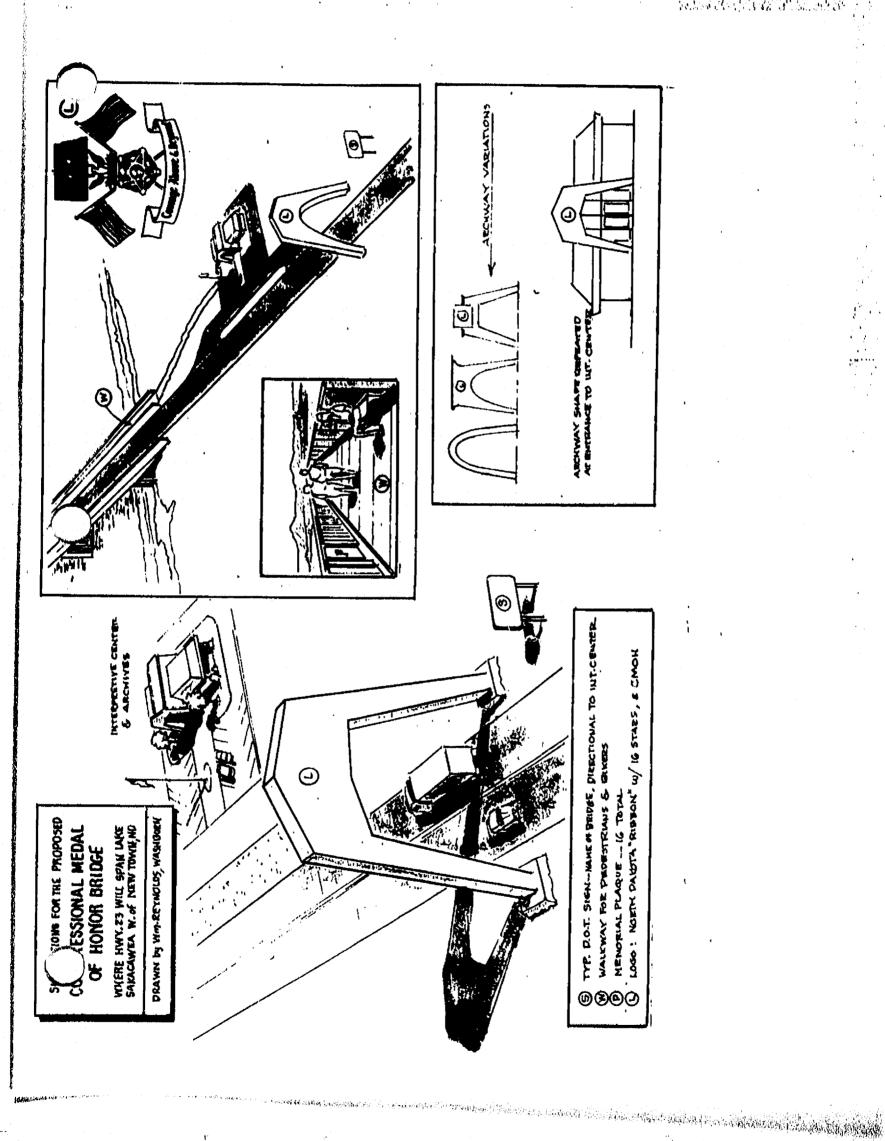
10/93/03

Strickling here in S.C. Her phone 700. is 845-163, if you should need more specific informa. Mire leaving for Mesa, ariz. en Sunday, Jan. 5 There were some interesting articles on your flying Career in the Fergo Jarum & Good Luck! Manda Hisonius anderson count are remained and and any of the country and the fact the same for the country of the count

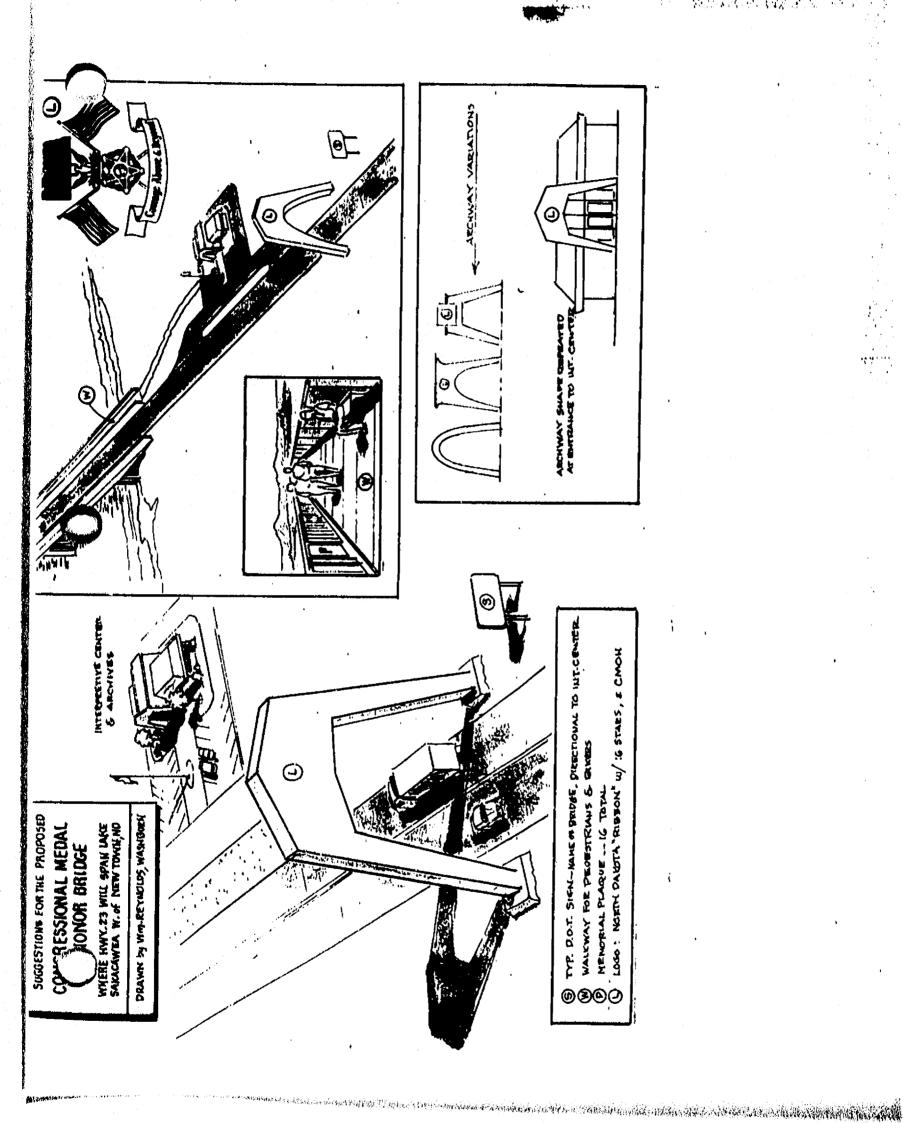
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<u>10193/03</u>

BYRON L. DORGAN NOWTH DAKOTA 713 MART BUILDING WASHINGTON, DC 20010-2005 200-224-0370 TDD

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AMERICA, SCHMICE & TRANSPORTATION
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CHAMMAN, MINIOCRATIC POLICY COMMITTEE

5 Elm Street

Major Richard Starke

Burlington, ND 58722-2007

United States Senate

WASHINGTON, DC 20510-3405

March 5, 2002

STATE OFFICES

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162 NORTH 4TH STREET, ROOM 168 SHAND POINTS, NO SEED! 741-745-8072

THE THY SYMMET, IS, W., PERCENT THE MINIST, NO SEPER

4.4

Dear Richard:

Thank you for contacting me about honoring our nation's veterans who have won the Medal of Honor.

I agree that we should do more to honor those who have bravely served our nation in the military.

I worked hard in the U.S. Senate to provide funding for the New Town bridge. However, this is a state bridge under the jurisdiction of the state Department of Transportation (DoT) and your representatives in the state legislature. You can contact your local representatives to share your thoughts on this issue by calling 1-888-635-3447. You may also reach the North Dakota DoT at 701-328-2500.

Thanks again for your letter, Richard. I approciate hearing from you.

Sincerely,

Byron L. Dorgan U.S. Scrator

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Sen Bon Tolleform

TO: Whom It May Concern

The Four Bears Bridge carries Highway 23 traffic over Lake Sakakawas on the Fort Berthold Indian Recervation. The North Dakota Department of Transportation (DOT) has been maintaining the bridge since it was opened to traffic in 1955. The Army Corp. of Engineers owns Lake Sakakawea except for the bed of the original river, which is owned by the North Dakota State Water Commission. The Corp of Engineers has granted the Department of Transportation a 120 foot wide perpetual exsernant for the existing bridge.

The land west of the bridge above elevation 1854 is owned by the Three Affiliated Tribes. This ownership is pursuant to Public Law 102-575, Act of October 30, 1992, 106 Stat. 4600. The land east of the bridge is owned by the North Dakota Park Service which the Department of Transportation has a permanent essement.

The bridge was named the Four Bears Bridge through a resolution passed by the state legislature. The Department does not have specific statutory authority to "name" roads or bridges.

In developing, and ultimately designing, any highway project, Federal guidelines require the Department to ensure that the project does not adversely affect the environment and that the project is culturally sensitive. To address these requirements across the nation, bridge and roadway designers are placing more emphasis on Context Sensitive Design, i.e., designing a corridor that fits in with the existing environment and culture of the people.

The DOT is currently designing for the replacement of the existing Four Bears Bridge. The bridge is estimated to cost between \$43M to \$45M, of which approximately \$2M is state funds and the remainder federal.

Proposed with the said the second proposed to the second comment of the second Burgara and the company of the property of the suppression of the suppression of the contraction of the confidence of th AND CHARLES OF THE SECOND OF THE PROPERTY OF A STATE OF THE SECOND ASSESSMENT OF A STATE OF THE SECOND OF THE PROPERTY OF A STATE OF THE PROPERTY OF THE P

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10/33/03



TRIBAL BUSINESS COUNCIL (701) 627-4781 Pax (701) 627-3805

MANDAN, HIDATSA, & ARIKARA NATION

Three Affiliated Tribes • Fort Berthold Indian Reservation 404 Frontage Road • New Town, North Dakota 58763-9402

Transportation Committee North Dakota Senate 58th Legislative Assembly

Testimony of Three Affiliated Tribes Mandan. Hidatsa and Arikara Nation

on SCR 4033 Regarding the name of the Four Bears Bridge

February 28, 2003

Mr. Chairman, members of the Committee, thank you for the opportunity to present testimony today in opposition to SCR 4033. My name is Tex Hall, and I am the Chairman of the Mandan, Hidatsa and Arikara Nation.

Quite frankly, Mr. Chairman, we had hoped this resolution would not be introduced. Certainly there may well be bridges in North Dakota deserving of the title "Medal of Honor" bridge. In Bismarck, for example, there is a bridge, soon to be rebuilt, now called the Memorial Bridge that may well be perfectly suited for that name. The idea of renaming the bridge that my people have sacrificed so much for, that sits entirely within the Fort Berthold Reservation, and for which we have lobbied so hard to put in place does not make any sense to me, and I hope it makes no sense to this Committee and to the State Senate.

I hardly need remind this committee that with the Lewis and Clark Bicentennial Celebration upon us, thinking about renaming the bridge that connects the two halves of the Mandan, Hidatsa and Arikara Nation, whose members greeted Lewis and Clark, kept them alive for two winters, and gave them their famous guide, Sakakawea, seems rather foolish.

As I have noted, the present Four Bears Bridge, (and soon the new Four Bears Bridge), does not sit just anywhere in North Dakota. It is within the boundaries of the Fort Berthold Reservation, and its history tells much about why it has its present name. The bridge itself is already a significant part of the history of the Mandan, Hidatsa and Arikara Nation.

Our elders recall when the first bridge across the Missouri was constructed within our reservation. The people of my Nation, who lived and still live on both sides of the Missouri River, lobbied the Federal government for a number of years in the 1920's and '30's to provide the funds to build a bridge to connect both sides of the river. Of course, in the winter, the river could be crossed over the ice, if necessary, and in the summer boats could cross the river, but to permanently link our Tribal villages together, a bridge was needed. So a committee of Tribal members was formed and for a number of years they worked hard to convince the Federal government to supply the funds for the bridge. When it was dedicated in 1931, nearly the entire population of our Tribe came to see the first car cross the bridge.

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Now, the center spans of that bridge constructed in 1935 are part of the bridge that crosses the Missouri and is soon to be replaced by a new bridge. They were moved up the river in 1954 to become part of the new bridge made necessary by the construction of Garrison Dam, which flooded our lands and forced us to move onto lands that were much less suited to our way of life. which was based on the agriculture the rich bottom lands along the Missouri permitted us.

The new bridge became known as the Four Bears Bridge in honor of several chiefs of our Nation that went by the name Four Bears, or "Mahto Dopish". It was Chief Four Bears who prected Maximilian when he came to the Dakotas up the Missouri River in 1833. It was a different Chief Four Bears who signed the 1851 Fort Laramie Treaty. Both of these events remain very significant in the history of the Dakotas, and the history of North Dakota in particular, and are central parts of the history of my people.

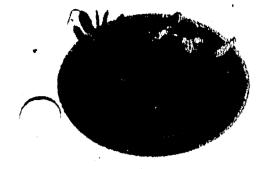
Over 40 years later, the leaders of the Three Affiliated Tribes began lobbying the Federal government again for a new bridge to connect both sides of the Missouri River; to connect the two main parts of our homelands, one that was wider and safer and that could accommodate the kind of modern traffic, such as farm vehicles, that needs to cross the Missouri River. Once again, we were successful, as in 2000, \$35 million was appropriated by Congress for the new bridge. Our Senators called our Tribal Nation first to tell of this news.

But Chief Four Bears is an appropriate name for yet another reason. As the only bridge in North Dakota named for an Indian chief, it symbolizes the sacrifices that many of my people, and indeed, the people of the other Tribal Nations have made for the United States in military service. It is sometimes not known that Native Americans have the highest per capita rate of participation in the military services. My ancestors and my relatives were scouts for the Army in the 19th century. They served in World War I and II, Korea and Vietnam. Many have been highly decorated and many did not return for those campaigns. It is therefore fitting that the largest bridge in North Dakota is named for a Chief, Four Bears, of one of the Tribal Nations in North Dakota.

Mr. Chairman, members of the Committee, there is no need for this resolution to go any further. I urge a DO NOT PASS on SCR 4033.

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TRIBAL BUSINESS COUNCIL (701) 627-4781 Fax (701) 627-3805

MANDAN, HIDATSA, & ARIKARA NATION

Three Affiliated Tribes • Fort Berthold Indian Reservation 404 Frontage Road • New Town, North Dakota 58763-9402

January 27, 2003

INTER-OFFICE MEMORANDUM:

TO:

Chairman Hall, MHA Nation

FROM:

Richard Mayor, CEO

RE:

Bridge Naming

This memo is an outline of a conversation I had with Mr. Starkey per your request on Sunday January 26th. I called Mr. Starkey at approximately 4:30 p.m. and started the conversation by formally introducing myself as the C.E.O. of the Three Affiliated Tribes. He stated that he was trying to get a hold of either you or me that day to discuss the matter of the naming of the bridge. I told Mr. Starkey that Native Americans, especially our Tribe, were by per capita the highest percentage of minority enrollment in the Armed Services. I also stated, on a personal note, that I was a veteran, as well as many people in my family were. I went on to explain that veterans were such an integral, and important, part of our culture and that we would be more than happy to help and support Mr. Starkey in the development of a Veterans Memorial. Mr. Starkey replied that he was happy to hear this and went on to explain his position as to why he felt that the new bridge should be named the Medal of Honor Bridge, and why we should support him in this venture. He stated that the entire populace of North Dakota supported his idea, and that he had worked for the last two years on this project.

I explained to Mr. Starkey that our position was not negotiable in re-naming the bridge, but that we were willing to work with him in establishing a veteran's memorial. I quickly briefed Mr. Starkey on the history of the Four Bears Bridge and what Chief Four Bears means to our people. I explained that Chief Four Bears was instrumental in befriending and helping the Lewis and Clark Expedition in the early 1800's, by allowing them to stay with us during there first winter on their trip. Mr. Starkey Stated that, "Lewis and Clark would have made it without you people." I replied that they would not have had a chance, but quickly turned the conversation around to address the fact that there were two Chiefs named Four Bears, one Mandan and the other Hidatsa. I stressed the cultural and historical importance that they have to our people, and Mr. Starkey replied that, "He and his people, the Caucasians, had a proud and culturally significant history, comparable to our own." I agreed that they did have their own culture, but that

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our culture was more relevant because the bridge is located on our land. He replied that the, "Bridge was not located on our land and that it was on land owned by the Government and its agency, the Army Corp of Engineers, therefore we did not have the right to name or even suggest the name of the Bridge." He went on to state, "You people lost the war with our government, and therefore lest any right for self determination, and that the U.S. Government had purchased the land through the Louisiana Purchase and that the immigrants, my people, were the ones that settled this land first, and also were responsible for creating the agricultural, farming, and ranching industry in the State of North Dakota." I stated to Mr. Starkey that, "I do not want to get into an argument with you, but we have signed the Ft. Laramic Treaty with the U.S. Government in 1851 that outlines the boundaries of our land, and further more that we were never at war with the U.S. and that we were always peaceful and friendly with the representatives that the government sent to meet with us. You must also understand that there are many different tribes in this area that may have had a different relationship with the government than we did and to not stereotype our tribe." He stated, "I have documentation that outlines the ownership of the land and bridge, and that you do not have any right to ownership, also I have 20 years experience in the military as well as a college degree, I am 73 years old and have been around the world, I am well read and have a deep understanding of history that negates what you are saying. I would also like to know what tribe you represent, there are three tribes located in your area." I stated that I also had my Masters degree, am a veteran and have also been around the world but that I did not want to get into a debate with him at this time; I also told him that we were officially recognized by the United States as one tribe, the Three Affiliated Tribes, the Mandan, Hidatsa, and Arikara Nation. I being the C.E.O. of the Tribe had the right to represent us in our conversation. I told Mr. Starkey that I felt that we were not going to come to an agreement and that I was going to terminate this conversation, I wished him well and he did the same. That was the summary of our conversation.

Respectfully,

Richard Mayer

Chief Executive Officer

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Operator's Signature

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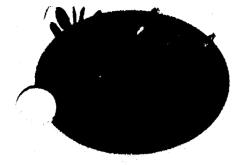
Photos Comments on or Updates to our site? Please send them to <u>Webmaster@FourBearsBridge.com</u> [Project] [History] Home

http://www.fourbearsbridge.com/photos/d10.htm

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Three Affiliated Tribes • Fort Berthold Indian Reservation 404 Frontage Road • New Town, North Dakota 58763-9402

TRIBAL BUSINESS COUNCIL (701) 627-4781 Fax (701) 627-3805

February 27, 2003

Chairman Tex G. Hall MHA Nation 404 Frontage Road New Town, North Dakota

Dear Chairman Hall:

re: Four Bears Memorial Bridge

The enrolled members of MHA nation extend their support in keeping the bridge on Highway 23 named in honor of our great chief, "Four Bears". Many of the descendants from the chief are aware of the Pick-Sloan dam construction. which contributed to the building of the new bridge with all respect to recipients in the United States who fought and give their lives for our country. We remember that many of our family are no longer with us; our enrolled members sacrificed their lives in World War I, World War II, Korea and the Viet Nam War. Our Tribal members volunteered for the American war at a greater rate than any other tribe in the United States. We know the sacrifice, losing our homelands to the Garrison Dam.

We will always remember our native culture, we are all related, and therefore, it is only appropriate we keep our bridge named after our forefathers.

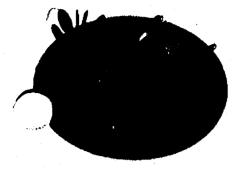
In honor of the greatest Chief Four Bears. bane P. + Cale BULL

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TRIBAL BUSINESS COUNCIL (701) 627-4781 Fax (701) 627-3805

ENROLLED MEMBERS KEEPING THE NAME FOUR BEARS MEMORIAL BRIDGE.

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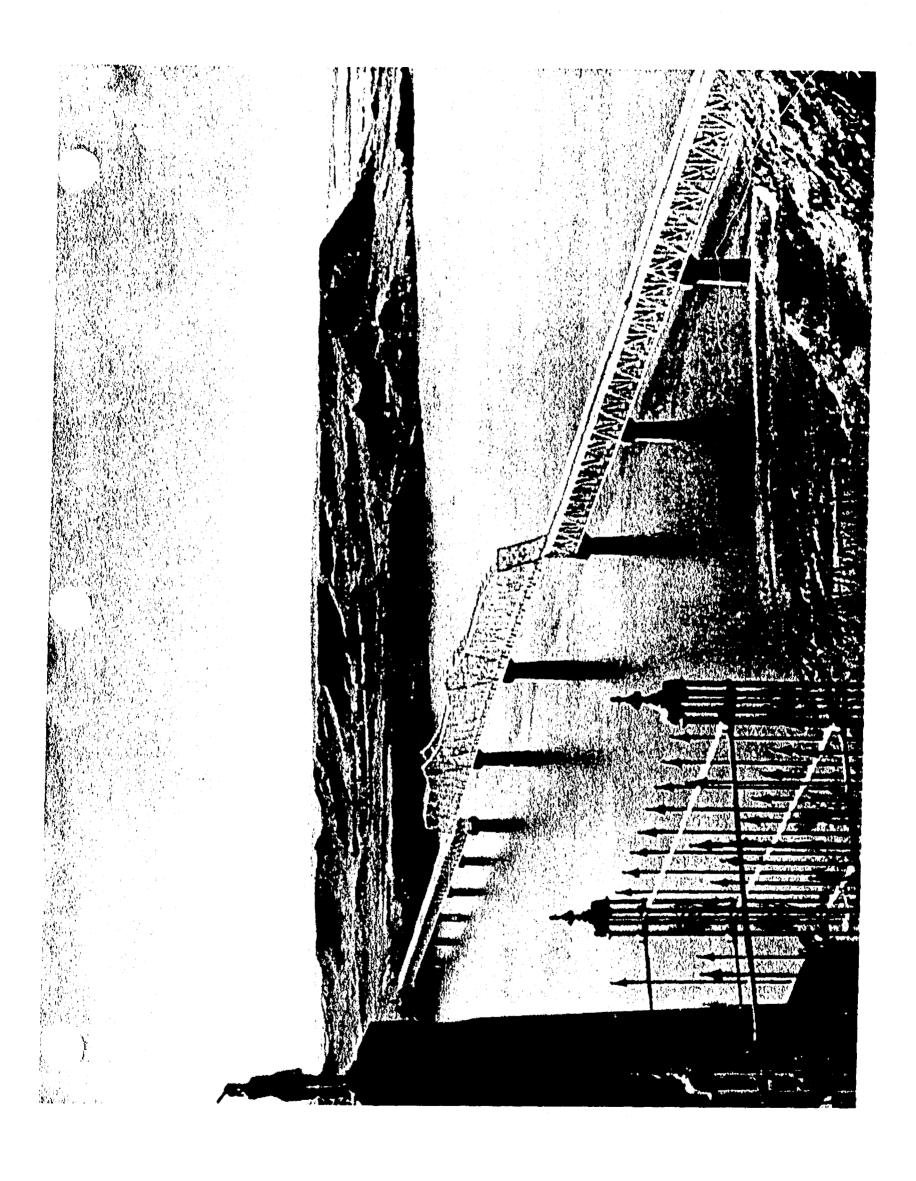
Allie Hacker

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Operator's Signature

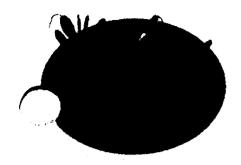
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MANDAN, HIDATSA, & ARIKARA NATION

Three Affiliated Tribes • Fort Berthold Indian Reservation HC3 Box 2 • New Town, North Dakota 58763-9402

February 27, 2003

All Interested Parties of Concern:

I am a Councilman from the area known as Twin Buttes (South Segment), located on the south side of Lake Sakakawea, on the Fort Berthold Reservation, home of the Mandan, Hidatsa and Arakara.

My Great grand Father, Justine Spotted Bear, Sr. was instrumental in the original planning and implementation of the building of the Four Bears Bridge. As a matter of fact, my great grand father adopted Commissioner Hall into our tribe because he worked with my ancestors from beginning to end to see the Four Bears Bridge project completed.

This original Four Bears Bridge was constructed in June of 1933. After the Pick Sloan Act, which displaced my ancestors, they had to move to higher ground because they flooded the prime bottomland. As a result of the flooding, someone figured it would be less costly to tear down the old Four Bears Bridge and rebuild it and make it a part of the present bridge. The name of Four Bears name was again given to this same bridge.

It is my understanding that the name Four Bears was in honor of the Mandan and Hidatsa Chiefs who were held in high esteem by my ancestors.

In keeping with my people, it is of highest esteem that we honor both Four Bears, and give the new bridge the honor due the structure when completed.

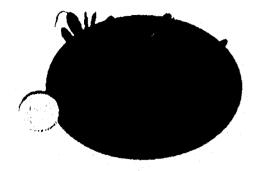
When we are celebrating the Corps of Discovery, let us remember the roll that the Mandan, Hidatsa and Arakara played in the success of that project. People who will travel thru this land will want to see this bridge representing my ancestors and give honor and respect they fully deserve for the sacrifices they made for all our citizens.

Councilman Daylon Spotted Bear Home of the Mandan, Hidatsa and Arakara Three Affiliated Tribes Fort Berthold Reservation

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MANDAN, HIDATSA, & ARIKARA NATION

Three Affiliated Tribes • Fort Berthold Indian Reservation 404 Frontage Road • New Town, North Dakota 58763-9402

February 27, 2003

Dear Senator Christenson:

This letter is in regard to the redesignating the Four Bears Memorial Bridge as the Medal of Honor Bridge.

We at the Veteran Service Office of the Mandan Hidatsa and Arikara Nation represent all Veterans on our Reservation, past and present. We feel that our sacrifices and contributions to this land of ours should be taken into consideration and our honored Chief Four Bears name should remain as is. Chief Four Bears epitomizes the warrior's spirit that is characteristic of the Indian veterans of today who have fought in the many wars since he walked on this land of ours.

Sincerely.

James M. Bear

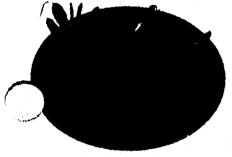
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(701) 627-4781 Fax (701) 627-3805

> Senators of the Legislative Assembly Of North Dakota

RE: Four Bears Bridge

Dear Senators:

As the present Councilman for Bears Bears Community of the Three Affiliated Tribes, I just have to respond to the current resolution Senator Christenson has introduced as No. 4033.

The Four Bears Bridge was named after two Chiefs of our Nation, one was Mandan and the other was Hidatsa. It has proven to be one of the most scenic and breathtaking views of our State. It has proven to be a faithful bridge to all of us living in North Dakota and to lose its name would be a loss in the history of our State. The present bridge has been a memory for our elders who crossed it daily during their lives on the river bottom just like we cross it daily now to get to New Town. To take the name away would be like taking a little part of our hearts out. We have lost enough during the construction of the Garrison Dam and to again lose the history behind the bridge and its name is unbearable.

Please do not pass this resolution!

Sincerely,

Marcus Wells, Jr. Four Bears Councilman Three Affiliated Tribes

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February 27, 2003

Senators of the Legislative Assembly Of North Dakota

RE: Four Bears Bridge

Dear Senators:

The resolution Senator Christenson is introducing as No. 4033 has absolutely appalled me. We definitely recognize that our State of North Dakota has service men and women who have received a medal of honor defending our honorable country in which many of our Native American people are included, but do not recognize them at the expense of renaming Four Bears Bridge.

I do not know how old Ms. Christenson is but I remember crossing the Four Bears Bridge at Elbowoods and how the bridge was moved to its present location. In fact, I was present at its ribbon cutting. The name "Four Bears" is part of our State's history too and is probably one of the few bridges in the Nation who have been named after a Native American. This is quite unique for all of us.

Our Councilmen and other members of their team have spent hours coming up with designs for this to be one of the most beautiful bridges in the United States. Please let them continue and please do not change its name.

Sincerely,

Victoria J. (Little Swallow) Brugh Four Bears Community Member

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Mandan, Hidatsa and Arikara Elder's Organization P.O. Box 400 New Town, ND 58763

(701) 627-3506

FAX (701) 627-2954

DATE:

2-27-03

TO:

Three Affiliated Tribal Council

FROM:

Marilyn Yellow Bird-Baker RN., MS.

MHAEO R.N. Administrator

RE:

Support

As Administrator for the MHA Elders Organization I would like to take the time to support the Three Affiliated Council in their opposition to the name change of the Four Bears Bridge. As advocate for the elders of the reservation I am keenly aware of the importance of heritage and culture for the people of the reservation. It is important that the name "Four Bears" bridge remain a cultural heritage for the people of the Three Affiliated Tribes.

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TO WHOM IT MAY CONCERN:

Senate Concurrent Resolution No. 4033

This is a letter of support to keep the name of the bridge on Highway 23 approximately four miles West of New Town as the Four Bears Memorial Bridge. With all due respect to Senator Christenson and the citizen soldiers, we the members of the Three Affiliated Tribes, understand the sacrifices we made for our country. Chief Four Bears was a great leader and made many sacrifices for our Native American people. It is not very often that our Native American leaders are honored by such a designation of a building or structure such as the Four Bears Memorial Bridge.

than Hale, TAT Roads Director/Mandaree Community Chairman

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ATTORNEYS AT LAW CHRISTOPHER PLAZA 1075 SOUTH BOULDER ROAD SUITE 305 LOUISVILLE, COLORADO 80027

(303) 673-9600 TELEFAX (303) 673-9155 TELEFAX (303) 673-9839 E-mail Info@fohw.com

MEMORANDUM

TOM W. ECHOHAWK (1982 · 1902)

TO:

58th Legislative Assembly of North Dakota

FROM:

Thomas W. Fredericks

Member of the Mandan, Hidatsa and Arikara Nation

DATE:

February 27, 2003

RE:

The Renaming of the Four Bears Memorial Bridge

It has come to my attention that the bridge named in honor of our Chief Four Bears is being considered for a redesignation as the Medal of Honor Bridge. I want to state vehemently that I am opposed to such a redesignation. Although the goals for the proponents of the redesignation may be honorable, I feel that the name of the bridge should remain in honor of our great Chief Four Bears.

The people of the Mandan, Hidatsa and Arikara Nation gave up 156,000 acres that constituted the heart of their lands for the benefit of the Garrison Dam. The Four Bears Memorial Bridge west of New Town on Highway 23 is the only bridge that connects our lands. I therefore strongly recommend that the 58th Legislative Assembly of North Dakota keep the name of Four Bears Memorial Bridge in honor of our Chief whose people have given up so much to have the Garrison Dam and Reservoir. The sacrifices that the tribal members have incurred as a result of the construction of the Garrison Dam and the creation of Lake Sakakawea that divided the Mandan, Hidatsa and Arikara Nation into three separate and isolated parts, have been many. This fact alone has devastated the Three Affiliated Tribes as a whole, not to mention the stress and psychological impacts of being uprooted in our homeland has caused our tribal members.

It seems to me that the sacrifices of our forefathers certainly justify the continued name of Four Bears Memorial Bridge. I am a descendant of the family that had to uproof their ranch from the river bottoms to the uplands and glucial till soils of our Reservation. I witnessed firsthand the impacts that such removal had on my father as one of the most prominent ranchers on Fort Berthold until his removal from the river. He never recovered from the devastation of being uprooted and having to ranch in country that was less than desirable for ranching purposes. I therefore feel that the sacrifices of my family

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MEMORANDUM February 27, 2003 Page 2

and the Tribe as a whole more than justify keeping the name of Four Bears Memorial Bridge on the new bridge that is to be constructed on Highway 23 west of New Town.

JCL\Fort Herthold\St Legislative Assembly Mana.dos

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SENATE TRANSPORTATION COMMITTEE SENATE CONCURRENT RESOLUTION NO. 4033 FRANCIS G. ZIEGLER, P.E., PROJECT DEVELOPMENT DIRECTOR **FEBRUARY 28, 2003**

The DOT is in attendance at this hearing to present information, not only on Four Bears, but on other bridges we are currently working on.

The Four Bears bridge was designed and bids for construction were accepted on February 14, 2003. The DOT is currently analyzing those bids and will make a decision soon as to the Award of the contract.

The bridge was designed using Context Sensitive Design concepts adopted by Federal Highway Administration (FHWA) and DOT's around the country. Context Sensitive Design is a term used to describe a design that fits into the scenic, historic, cultural, and environmental aspects of the area. We believe that the Four Bears name is appropriate for this bridge and is in keeping with the history of the bridge and area.

We are looking at the same Context Sensitive Design process on other bridges under consideration today. The Rainbow Arch Bridge in Valley City and the Memorial Bridge in Bismarck.

The Environmental documents on both of these structures are very close to being completed. In fact, the final Public Hearing on Memorial Bridge will be held on April 2, 2003. We are looking a continuing the theme of recognizing Veterans as part of the Memorial Bridge Design.

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