

International Cooperation



At Ladd Field, Soviets would take over the delivery of the planes and fly the route from Nome into Siberia and westward to the front lines of the war. Ladd Field was in an ideal region as it was located within interior Alaska and therefore was more protected from Japanese attack.

A Soviet military detachment and representatives of the Soviet Purchasing Commission oversaw the transfer of the planes and materials. Their personnel included translators, mechanics, and engineers. During the programs peak there were reported to be approximately 300 Russians stationed at Ladd Field.

They were provided with facilities such as hangar space and quarters. The Russians had the exclusive use of the west half of the first floor of Hangar One.



This area included hangar bay space as well as several maintenance shops and a briefing room. Within the control

tower, one of the two positions was designated for Russian use. However, the position was manned on their behalf by Russian speaking American personnel.

Russians also shared the use of motorvehicles, the Base Exchange, and the Officers' mess with their American counterparts. The extent of the Russian presence at Ladd Field was striking. Capt. Richard Neuberger recalled visiting Ladd Field and passing a sentry standing duty by the hangar. "Suddenly, I turned and looked at the sentry again. He was not an American soldier, as we had presumed. He was a soldier of the Red Army, and he was guarding a hangar where Soviet mechanics...were swarming over planes which soon would be winging across Siberia on their way to the battlefield in Europe."