

INTERVIEW OF HOWARD KNUTSON  
INTERVIEWER IS KAREN BREWSTER  
SEPTEMBER 7, 2016  
IN ANCHORAGE, ALASKA  
PART 2

KAREN BREWSTER: More about the relationship with the Park Service and you said it was, you know, you didn't feel so great about the Park Service. Can you talk more about that?

HOWARD KNUTSON: Yeah, I really didn't want the bother, the hassle with the Park Service. I didn't pursue getting permits from them even though I possibly could have for a while anyway, but I just felt that they were a big waste and I just didn't feel the need to deal with them.

KAREN BREWSTER: Well, you had implied that you had some run in's maybe with them earlier. You weren't a big fan even before that. I don't know.

HOWARD KNUTSON: Well,

KAREN BREWSTER: Uh-huh. Well, as you have said, the time you were out there you could go wherever you want and do whatever you wanted.

HOWARD KNUTSON: Exactly.

KAREN BREWSTER: And sounds like you enjoyed that.

HOWARD KNUTSON: Yeah, that's right.

KAREN BREWSTER: Yeah, and you said something before when they came in and said no more hunting. They kind of give you any -- I mean it was one day to the next you could hunt, now you can't or it wasn't that severe?

HOWARD KNUTSON: I don't think it was that severe, no.

KAREN BREWSTER: Okay. What was the other thing I was going to ask you? There was something here I was going to ask you. Oh, back about flying.

HOWARD KNUTSON: Uh-huh.

KAREN BREWSTER: I kind of get the sense you sort of taught and mentored Gary Green and Kenny Smith as pilots, is that right?

HOWARD KNUTSON: Uh-huh. Yeah. Yeah. I lent Gary Green a Super Cub to learn to fly in and we flew out and bought an airplane -- he bought an airplane and in Oregon, his first airplane and flew it back up to Alaska. And Gary became a very good pilot and still is, yeah.

KAREN BREWSTER: Were there specific things you remember that you taught them about flying out in that area?

HOWARD KNUTSON: No, not really. I -- yeah, I think -- I can't be specific about that. Kenny didn't have many -- Kenny Smith didn't have that many hours when he started flying for Cordova and so I had to get him some local training which I'm sure was beneficial to him. There is certain wind conditions in certain areas and so forth. You get to know them in an area what to expect and whatnot, but it was a fun time.

KAREN BREWSTER: Are there -- I am not a pilot so I am wondering are there particular special challenges to flying around the Wrangell Mountains, things you had to know?

HOWARD KNUTSON: Not any more than any other mountainous region. We found, you know, you learn to fly in the mountains and you don't even think about that you are --

you learn a lot of things. It is just something that comes naturally. People that just fly around the flatter part of the world can make a lot of mistakes in the mountains that will get them in trouble. There are wind currents particularly and updrafts and downdrafts and where to expect them and so forth.

KAREN BREWSTER: And are the glaciers in those glacier valleys different? They provide their own set of things you need to understand?

HOWARD KNUTSON: Well, yeah, it is all part of mountain flying. In the daytime the air currents go up the glacier and at night they go down.

KAREN BREWSTER: Oh, really, see I didn't know that.

HOWARD KNUTSON: Well, because it all has to do with temperature, but then you have, you know, winds that are -- weather systems that don't really have anything to do with that.

KAREN BREWSTER: Yeah, and some mountains kind of create their own weather systems too, right?

HOWARD KNUTSON: Oh, yeah. Uh-huh, for sure.

KAREN BREWSTER: You seem like you are very calm, even, level headed person.

HOWARD KNUTSON: Uh-huh.

KAREN BREWSTER: That to me seems like you would be a good pilot that you wouldn't panic.

HOWARD KNUTSON: Well, you are probably right.

KAREN BREWSTER: But that is what makes a good pilot.

HOWARD KNUTSON: It probably helps.

KAREN BREWSTER: Yeah, you just go with whatever is happening.

HOWARD KNUTSON: Yeah.

KAREN BREWSTER: Do you think that is true, that is what makes a good pilot?

HOWARD KNUTSON: Well, it is probably one of the important things. You don't want somebody that gets real excited.

KAREN BREWSTER: Speak of -- have you had any sort of close calls or scary moments?

HOWARD KNUTSON: Oh, I think everybody has, but I can't think of them.

KAREN BREWSTER: You don't have a particular story?

HOWARD KNUTSON: No, I don't, I don't. I don't dwell on those things. You know, like one time I checked on an airplane out of International, a new Satabra. It was a aerobatic airplane and I had a friend who was interested also in checking out this airplane to see how it compared with a Super Cub and so forth. So we picked up the airplane at International and flew across the inlet and did some maneuvers and we had been partying the night before so we didn't feel very good in the morning. So we decided we'd go back to International and maybe fly some other day. When we landed at International, the engine quit. This is in the wintertime and the inlet is full of ice and so on and so forth. And we had a freezing rain and the vents, air vents on the fuel tanks on a Satabra had one air vent on the left wing that came out on top of the wing and it had frozen up from the freezing rain. And the rest of the wing had thawed out, but this intake, air intake, was still frozen up. So what we had done we took off with full tanks. What we had done was use up enough fuel in our short trip so that when we came back the engine starved for fuel because no air getting into the tank. And that is the reason Satabra changed their fuel system and put the air vent on the bottom side of the wing now instead of the top. And it was an interesting trip. It took us a while to figure out what the problem was and the

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owner of the airplane, the dealer, drove out there onto a taxiway because we were stuck out there.

KAREN BREWSTER: So you ended up landing?

HOWARD KNUTSON: We had just landed and just rolled off the main runway onto the taxiway so we were way out at the north end of the airfield.

KAREN BREWSTER: But here at International?

HOWARD KNUTSON: At International, right. And so, you know, we said we don't what happened. He came out there almost right away and then we tried the gascolator. No gas came out of the gascolator and then he got up and took the cap off the top of the tank and there was a big vacuum and then we, you know, we figured out what the problem was. And that, you know, he reported that to the manufacturer and so all that got changed.

KAREN BREWSTER: You're lucky. It sounds like you made it to the runway.

HOWARD KNUTSON: Oh, absolutely.

KAREN BREWSTER: So were you kind of gliding in? No power, huh?

HOWARD KNUTSON: In the last bit, yeah.

KAREN BREWSTER: Yeah, wow!

HOWARD KNUTSON: Yeah and if it would have happened, you know, a couple minutes sooner or maybe even less, we would have been in the inlet and nobody would have ever known what the cause was.

KAREN BREWSTER: Right.

HOWARD KNUTSON: Because so by that time, you know, they could recover the airplane maybe, but they could never figure out anything wrong with it, you know. So we probably saved the manufac -- or the airplane company a lot.

KAREN BREWSTER: Yeah, you were sort of the test pilots.

HOWARD KNUTSON: Yeah, right, unintentionally.

KAREN BREWSTER: Yeah, but when you were flying in the Wrangell's and guiding, I know when you flew for Cordova Air you flew on landing strips. You landed on the airstrips.

HOWARD KNUTSON: Well, we landed where we -- we landed on airstrips and we also landed other places.

KAREN BREWSTER: So did you do gravel bar lands and tundra --

HOWARD KNUTSON: Yeah, all that yeah.

KAREN BREWSTER: And lake landings and all that stuff?

HOWARD KNUTSON: Yeah. Uh-huh, right.

KAREN BREWSTER: So both when you were doing mail service and guiding or just the --

HOWARD KNUTSON: Yeah.

KAREN BREWSTER: Yeah.

HOWARD KNUTSON: Yeah and had one airplane on floats and one or two on wheels.

KAREN BREWSTER: And then did you fly in the winter?

HOWARD KNUTSON: Oh, sure.

KAREN BREWSTER: Well, yeah, for that mail you obviously did, yeah.

HOWARD KNUTSON: Yeah.

KAREN BREWSTER: Yeah. So what was your favorite thing about the Wrangell's and flying around and guiding out there?

HOWARD KNUTSON: Oh, it is just beautiful country to be flying in and it is very interesting country geologically. You learn a lot looking at the country from the air.

KAREN BREWSTER: I'm sure. And you said earlier how it was such good hunting.

HOWARD KNUTSON: Uh-huh.

KAREN BREWSTER: At that time.

HOWARD KNUTSON: Yeah.

KAREN BREWSTER: Yeah and so when you lived in Chitina, was there interaction between like Chitina and McCarthy and Kenny Lake or did the communities kind of keep to themselves?

HOWARD KNUTSON: Oh, no. We -- no, I wouldn't say we kept to ourselves. No there was a lot of interaction between the people.

KAREN BREWSTER: Uh-huh. A lot of socializing?

HOWARD KNUTSON: Yeah. Uh-huh.

KAREN BREWSTER: Well, you couldn't drive to McCarthy at that point?

HOWARD KNUTSON: Oh, no, no, no. That's for sure. You couldn't drive to McCarthy. I don't know when you could first drive to McCarthy I don't know. I don't remember anymore.

KAREN BREWSTER: Mid-70's I think. I think the bridge, the Copper River Bridge was 1970.

HOWARD KNUTSON: Yeah, but then you still couldn't drive to McCarthy because there wasn't any road then.

KAREN BREWSTER: Right.

HOWARD KNUTSON: As the bridge to nowhere.

KAREN BREWSTER: The first bridge to nowhere.

HOWARD KNUTSON: The first bridge to nowhere.

KAREN BREWSTER: Right, but by the mid-70's people were coming into McCarthy and repopulating a little bit, right?

HOWARD KNUTSON: Yeah, I suppose maybe the late 70's, yeah. Uh-huh.

KAREN BREWSTER: Sort of what they called the back to the land kind of people?

HOWARD KNUTSON: Uh-huh. Yeah and by that time there were a lot of good snowmachines so people went in there with snowmachines and so forth.

KAREN BREWSTER: Right. So after -- so you said you switched to the Brooks Range after 1975 something like that.

HOWARD KNUTSON: Right.

KAREN BREWSTER: So when did you retire from guiding or have you retired from guiding?

HOWARD KNUTSON: Oh, I didn't really retire totally from guiding until 1999 when I broke my leg on a sheep hunt.

KAREN BREWSTER: Ow, ouch.

HOWARD KNUTSON: In the Chugach Mountains over here between -- well, between Palmer and the Matanuska Glacier. And I just stepped in a hole that I couldn't get my leg out of and broke my leg.

KAREN BREWSTER: Ouch. Did you have to climb back down with a broken leg?

HOWARD KNUTSON: I wasn't able to. I tried, but I wasn't able to so my client went to the airplane and for a purpose particularly of setting off the ELT in my airplane and he did that. It just happened, of course, when I broke my leg, it was just about exactly dark. It was just getting dark. We were only about two miles from the airplane.

KAREN BREWSTER: Oh, that is good.

HOWARD KNUTSON: But it was pretty rugged country and anyway it took him basically all night to get to the airplane to find his way. And he left a note on the front seat of the airplane with the door open and put a box of ammunition on the note with a map showing where I was and, of course, set off the alarm. And then he knew I was out of water because we had just drank the last of the water.

KAREN BREWSTER: Yeah, cause you were like on the way back.

HOWARD KNUTSON: Just before this happened, yeah, so he came back up and arrived at where I was just as the helicopter came over the top of the ridge and landed next to our base camp. We did have a tent down at the airplane. And they spent a lot of time down there and I started getting pretty worried, you know. Why aren't they on the way up here? And after -- they must have been there for over half an hour and they took off and then they circled to get NFL to go back over the mountains and by this time I had a space blanket that I had used for protection during the night and I had torn that in half and told my client to get out on the -- there was a rock slide close by and wave this shiny blanket and they did spot it and finally came over and looked and finally brought a medic down and it turns out that well my client said did you -- you saw my note with the map on the front seat of the Cub? He said well, we saw the note, but we didn't read it because we didn't think it was any of our business. And we left a note in your tent to turn off your ELT when you got back to camp and anyway his next comment was -- I guess we should learn to be a little more observant.

KAREN BREWSTER: I'd say so.

HOWARD KNUTSON: And so I got lifted out of there and ended up at Providence Hospital in Anchorage. They gave my client a ride down to the airplane and left him there. My wife is in California right now and that is why she is not here. My wife called a couple of friends, a couple of doctor friends of ours who were pilots and they went up and got my client and got my airplane out and flew it back to Anchorage.

KAREN BREWSTER: Well, that is nice.

HOWARD KNUTSON: Yeah and one of them went back the next day and went up and retrieved my pack with the sheep meat and so on and so forth. So, it all, you know, it took me well I'd say it took me at least two years before my leg was almost back to normal. Now -- I had a full recovery eventually.

KAREN BREWSTER: Good. And so how old were you when that happened?

HOWARD KNUTSON: Sixty-nine.

KAREN BREWSTER: Yeah, so takes a little bit longer. Well, I was going to ask if the heli --

HOWARD KNUTSON: Well, it was a bad break. I got titanium in -- some titanium and some screws and some, you know.

KAREN BREWSTER: But the helicopter couldn't land by where you were?

HOWARD KNUTSON: Oh, no, no. We got hoisted.

KAREN BREWSTER: You got hoisted up.

HOWARD KNUTSON: Yeah.

KAREN BREWSTER: Yeah, wow, it sounds pretty scary.

HOWARD KNUTSON: Uh-huh. One of the crew members on the helicopter when I got hoisted up saw that my foot was off at an angle and he grabbed it and tried to straighten it and I -- above the noise of the helicopter you could hear me screaming.

KAREN BREWSTER: Sounds painful definitely. Do you still -- do you own property in McCarthy or Chitina?

HOWARD KNUTSON: No. I'm all washed up.

KAREN BREWSTER: But you did own some place in Chitina?

HOWARD KNUTSON: Yeah.

KAREN BREWSTER: But you still go back out to McCarthy to visit?

HOWARD KNUTSON: Oh, yeah. Uh-huh. Yeah, I, you know, I still have a few friends out there.

KAREN BREWSTER: You still feel a connection to that place?

HOWARD KNUTSON: Oh, yeah, sure. Yeah, I spent a lot of time and effort. Before we started mining I built that airstrip at McCarthy, the one that you are using right now.

KAREN BREWSTER: Okay.

HOWARD KNUTSON: And it got rebuilt a few years ago.

KAREN BREWSTER: Yeah, DOT has gone in and redone it?

HOWARD KNUTSON: Yeah. Uh-huh.

KAREN BREWSTER: Right. So why did you build that?

HOWARD KNUTSON: Well, we needed -- we needed it to haul ore out and fuel in and supplies and so forth and --

KAREN BREWSTER: There wasn't an airstrip already at McCarthy?

HOWARD KNUTSON: There was a short one up on the bench right above McCarthy, but it could never be lengthened. It could never provide room for a large airplane.

KAREN BREWSTER: And you needed it for the mine a larger --

HOWARD KNUTSON: Exactly.

KAREN BREWSTER: And May Creek was too far away?

HOWARD KNUTSON: Yeah, oh, yeah and you have the Nizina River in between.

KAREN BREWSTER: That bridge was gone?

HOWARD KNUTSON: That river -- bridge was gone. It was in good shape then until about, well, you could get across there in '65 or '66 maybe before it finally washed out.

KAREN BREWSTER: Cause Kenny was telling me about how his dad brought tourists in.

HOWARD KNUTSON: Yeah. Uh-huh.

KAREN BREWSTER: In the early 50's and they would land at May Creek and come across.

HOWARD KNUTSON: Exactly, yeah. Uh-huh.

KAREN BREWSTER: Yeah, so your -- you seem like you don't want to really talk about your mining or you want --

HOWARD KNUTSON: Well, I say that's a big -- that is a long story and it is not that interesting. I -- no, I wouldn't.

KAREN BREWSTER: But it was another business venture with the idea of providing other income mixed in with what you were doing?

HOWARD KNUTSON: Well, it was a major project. It was a full-time project.

KAREN BREWSTER: Oh, it was.

HOWARD KNUTSON: Yeah.

KAREN BREWSTER: So this was the old Kennicott?

HOWARD KNUTSON: Yep. Uh-huh. We mined there. We mined the original discovery.

KAREN BREWSTER: And what years?

HOWARD KNUTSON: Sixty-five, six, and seven.

KAREN BREWSTER: And did you have partners?  
HOWARD KNUTSON: Yeah. Uh-huh.  
KAREN BREWSTER: Who were your partners?  
HOWARD KNUTSON: Well, again, you know, this is all public.  
KAREN BREWSTER: Okay.  
HOWARD KNUTSON: And so.  
KAREN BREWSTER: Yeah, the story of the mine has kind of been told, right.  
HOWARD KNUTSON: Yeah.  
KAREN BREWSTER: Okay. Well, it does sound like a major operation?  
HOWARD KNUTSON: It was a major operation. We were successful, but there was a limited amount of ore. We basically cleaned it out.  
KAREN BREWSTER: Did you go all the way up to Jumbo and --  
HOWARD KNUTSON: Well, not to the Jumbo, but to the Bonanza. That is where the original discovery was.  
KAREN BREWSTER: Oh, that was, all right, okay.  
HOWARD KNUTSON: Yeah and --  
KAREN BREWSTER: That is a long way down to that McCarthy airstrip.  
HOWARD KNUTSON: Yes. Yes.  
KAREN BREWSTER: And did you have a road? Did you --  
HOWARD KNUTSON: Well, another fellow owned the mine for several years before that, before we were there and he built a road to the top. Not to the top. I built the road -- I built the last part of the road to the top to the Bonanza, but he built part of the road. We improved it a lot since then because we set up an operation halfway up the mountain and so.  
KAREN BREWSTER: So what made you decide to stop in 1967?  
HOWARD KNUTSON: Well, we were pretty well out of ore.  
KAREN BREWSTER: Okay.  
HOWARD KNUTSON: Yeah. Yeah, we had taken just about everything that we could.  
KAREN BREWSTER: And then you sold the -- did you then sell to somebody else or?  
HOWARD KNUTSON: Oh.  
KAREN BREWSTER: I mean the mine, your --  
HOWARD KNUTSON: We eventually sold it. We had 20, about 2,700 acres total patent and ground and we sold it to the Park Service.  
KAREN BREWSTER: Oh, you sold yours to the Park Service?  
HOWARD KNUTSON: Yeah.  
KAREN BREWSTER: So you still owned it from '67 till --  
HOWARD KNUTSON: Yeah.  
KAREN BREWSTER: Well, the Park Service took over --  
HOWARD KNUTSON: Ninety-five.  
KAREN BREWSTER: Yeah, okay, yeah.  
HOWARD KNUTSON: It could have been 90's.  
KAREN BREWSTER: Somewhere.  
HOWARD KNUTSON: Yeah.  
KAREN BREWSTER: Somewhere in the mid-90's the Park Service started taking over the Kennicott area.

HOWARD KNUTSON: Yeah, right.

KAREN BREWSTER: Oh, okay. I didn't even realize that you had owned all that.

HOWARD KNUTSON: Yeah.

KAREN BREWSTER: Cool. Okay. Well, is there anything else about your times in the Wrangell and Chitina areas that I haven't -- we haven't talked about?

HOWARD KNUTSON: Well, there is a probably a lot of things, but I -- nothing that really stands out.

KAREN BREWSTER: You don't have a particular story you always tell about hunting out there?

HOWARD KNUTSON: No, nothing -- nothing that stands out particularly. I think all the hunting stories have been told in various books like my friend Guy George killing the grizzly bear with his ice axe.

KAREN BREWSTER: Oh, my goodness.

HOWARD KNUTSON: That's all -- in -- has been written up quite a few times. Us guides we never carried a gun -- not that a gun would have done him any good, but we didn't -- the client carried a gun.

KAREN BREWSTER: Oh, the guide didn't, huh?

HOWARD KNUTSON: No. We weren't going to kill anything, right?

KAREN BREWSTER: I guess that's true.

HOWARD KNUTSON: So anyway sow grizzly bear attacked him and he had a heavy pack on his back and he used the only weapon he had. We always carried ice axes and he happened to have a brand new ice ax that I had just given him and he managed to kill the grizzly with the ice axe.

KAREN BREWSTER: Wow!

HOWARD KNUTSON: Yeah.

KAREN BREWSTER: That grizzly is a little too close. Well, cause I think sheep country is so high up there aren't grizzlies way up there.

HOWARD KNUTSON: Well, yeah, there are grizzlies all over.

KAREN BREWSTER: But I said you have to go through grizzly country to get there, right?

HOWARD KNUTSON: Well, yeah. And this happened on the river bar, but as far as the grizzlies are concerned, they can be anywhere.

KAREN BREWSTER: Oh, really.

HOWARD KNUTSON: Oh, yeah.

KAREN BREWSTER: Well, I guess they maybe hunt the sheep.

HOWARD KNUTSON: Oh, yeah, they do that too.

KAREN BREWSTER: They eat the lambs.

HOWARD KNUTSON: They are a predator and they take anything.

KAREN BREWSTER: Was there any goat hunting up in the Wrangell's?

HOWARD KNUTSON: Well, yeah, there is, but there is a limited area for goats, but yeah, there is goats in the Wrangell's.

KAREN BREWSTER: Did you ever do any goat hunting?

HOWARD KNUTSON: Yeah, we did some. Uh-huh. They weren't as popular animal especially at the time that I was in business there. They are more of a popular animal now than they were then.

KAREN BREWSTER: I wonder why.



HOWARD KNUTSON: Not as impressive I guess.

KAREN BREWSTER: As the sheep?

HOWARD KNUTSON: Right.

KAREN BREWSTER: Well, I guess they don't have the big curl.

HOWARD KNUTSON: Right. Right.

KAREN BREWSTER: That is true. That is very true. Yeah, I guess, yeah, I was thinking, you know, you hunters and pilots you guys are always are telling stories with each other.

HOWARD KNUTSON: Yeah.

KAREN BREWSTER: About the best hunt or the, you know, something like that. Maybe I need another hunter -- another guide here to get you telling stories, right? You have a particular hunt you went on that was the best experience ever, do you remember?

HOWARD KNUTSON: Probably not that I want to talk about.

KAREN BREWSTER: Okay. Maybe the worst. Do you want to talk about the worst?

HOWARD KNUTSON: Well, I have had some strange clients and so on and so forth that I wouldn't want to talk about that.

KAREN BREWSTER: Oh, but I don't want names. No, no.

HOWARD KNUTSON: No. But it is -- I'd say, well, I think nothing that I care to relate.

KAREN BREWSTER: What you just said made me think about though to be a guide and a good guide you probably have to be able to get along with all kinds of people.

HOWARD KNUTSON: Oh, yeah. Uh-huh.

KAREN BREWSTER: Uh-huh and to be successful as you say the word of mouth, you must have been good at it.

HOWARD KNUTSON: You meet some really nice people in that business, but once in a while you get some -- get a screwball and it is sometimes interesting.

KAREN BREWSTER: And I think to be -- to have that good word of mouth that you are a good guide meant -- meant that clients liked you and got along with you.

HOWARD KNUTSON: Yeah, right.

KAREN BREWSTER: Yeah and you got them a sheep, right.

HOWARD KNUTSON: Yeah, right. Yeah, we were quite successful.

KAREN BREWSTER: I was going to say something else. Now I lost my train of thought about working with people and being a guide and was just going to say. I don't remember. I was going to ask something else or say something else about getting along with people and I can't think of it. I'll probably think of it in a second, but unless there is anything else. Oh, I know what it was. I now thought of it. Okay. It was about getting the big animal. The clients that you took out can you talk about were they just interested in getting the animal or were they there for the whole hunting experience and the stalking and all of that, kind of what was their motivation?

HOWARD KNUTSON: Getting a trophy animal. Getting the largest one that they could find and, you know, we always tried to kill the most mature, oldest, best looking animal so, you know, that is all part of the game.

KAREN BREWSTER: Right. Did you notice a change between, you know, the 50's versus up into the 70's about how long they were willing to be out or change in the clients not in the sheep?

HOWARD KNUTSON: No. No, there is no difference.

KAREN BREWSTER: Yeah. Well, it certainly was different, go ahead.

HOWARD KNUTSON: We had good hunting all through those years. In fact, you know, there are still lots of good hunting until I know there has been some die offs in recent years, but we always had good hunting in the Wrangell's.

KAREN BREWSTER: Right. Well, I have read about, you know, in the earlier days the guides would use horses and do pack trips and take long trips.

HOWARD KNUTSON: Well, for sheep hunting horses are just in the way. They use a lot of horses, especially in Canada, but a lot of our country isn't really good horse country, especially for sheep hunting because, you know, you are limited on where you can take a horse where a man can climb almost a vertical wall, you might say, the horse can't do that.

KAREN BREWSTER: Right. So the horses couldn't get as far in. With the airplane you could get closer before you had to start walking?

HOWARD KNUTSON: Well, it is just, you know, what was a horse going to do for you?

KAREN BREWSTER: Well, it got you from base camp to spike camp I guess.

HOWARD KNUTSON: Well, that spike camp may be up on the mountain. No, I really think that horses are a nuisance for -- you spend more time taking care of the horse than you do hunting. So I just, you know, I know a lot of guides used horses, not that many in the Wrangell's on the north side of Wrangell's, but that is kind of different country and I couldn't see where horses did a person much good. Maybe for moose hunting.

KAREN BREWSTER: Well and it is interesting when you said that your side of the Wrangell's maybe horses -- the terrain was different and it just didn't make sense and on the maybe the White River or the Nabesna side it was different.

HOWARD KNUTSON: Yeah and for, you know, like I wasn't interested in moose hunting so yeah, horses could come in handy for packing meat, but for sheep, no.

KAREN BREWSTER: Okay. Well, it is good to know. Well, thank you very much for your time this morning. I really appreciate it.

HOWARD KNUTSON: I am happy to provide you with whatever I had.

KAREN BREWSTER: Well, hopefully wasn't too painful for you.

HOWARD KNUTSON: No.

KAREN BREWSTER: All right. Thank you.

HOWARD KNUTSON: Okay.

End Part 2