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April 4, 2017

Mr. Lou Yost  
U.S. Board on Geographic Names  
U.S. Geological Survey  
12201 Sunrise Valley Drive, MS 523  
Reston, VA 20192

Re: Naming a peak near Cordova, Alaska after Alaska aviation pioneer Carl Brady Sr.

Dear Mr. Yost:

I am writing in support of and to ask you to reconsider the proposal to honor an Alaska aviation pioneer, Carl Brady Sr., by naming a 7,216-foot unnamed peak about 25 miles northeast of Cordova, Alaska as Mount Carl Brady.

Carl Franklin Brady Sr., who passed away over a decade ago in 2005 at the age of 85, is a legend in Alaska aviation circles. Besides flying the first helicopter to the then territory of Alaska in 1948, Mr. Brady founded ERA Helicopters which later became ERA Aviation. Mr. Brady served in the Alaska House of Representatives from 1965-1966 and the state's Senate from 1967-1968. He is a former President of the National Helicopter Association and participated in a host of civic organizations in Alaska, including serving as President of the Alaska Crippled Children's Association.

This naming request has strong support in Alaska. It is supported by U.S Congressman Don Young, Alaska Governor Bill Walker, the Kenai Mountains-Turnagain Arm National Heritage Area Board, the Alaska Historical Commission, the Prince William Sound Economic Development District, and by many other individuals and groups. The National Advisory Commission on Oceans and Atmosphere, for which Mr. Brady served as a presidential appointee, also supports the naming of this peak in his honor. While there is widespread support in Alaska, I understand this request has been opposed by the Mountaineering Club of Alaska (MCA), which argued that Mr. Brady did not have a "direct association" with the peak located in the Chugach Mountain range. I respectfully disagree with the MCA.

It is uncontested that Mr. Brady flew over the unnamed peak on hundreds of flights over a 50-year career between Anchorage and Yakutat. It is also likely that he flew over the peak while flying from Cordova north to Glennallen and then back to Anchorage, a route that pilots in the early days of Alaska aviation used to provide a more safe location to land in the event of an emergency landing. More importantly, I have been told that Mr. Brady explored the icefield between Cordova Peak and Allen Glacier, including landing on the glacier, which would have

brought him into nearly “direct association” with the proposed namesake peak, thus satisfying the legal requirements for the naming of peaks.

It also would be fitting to name the peak for Mr. Brady because there is a history in Alaska of honoring aviation pioneers by naming peaks in the rugged Chugach Mountains – a most inhospitable area for early aviation in the State of Alaska – after them. The proposed peak is not far from Mt. Jimmy Doolittle and Mt. Mitchell, named for fellow World War II aviator Billy Mitchell.

Concerning another issue raised by the U.S. Forest Service, that the name should simply be Mount Brady, rather than Mount Carl Brady, please note that without the designation, many could mistake the peak name, or more likely confuse its location, with Brady Glacier or Brady Island, both named after former Alaska Territorial Governor John Green Brady. Given that the glacier, island, and peak are all located in the coastal mountain chain along the southern coast of Southcentral and of Panhandle Alaska, there is potential for confusion. The potential confusion satisfies the requirement in the U.S. Board of Geographic Names policy manual, concerning the Principles, Policies and Procedures for Domestic Geographic Names, which allows for more specific naming when use of solely the surname could cause confusion or ambiguity.

I strongly support naming the unnamed peak near Cordova after Mr. Brady. I hope the board will reconsider this request and name the peak to honor the life and career of someone who did so much to advance aviation in the State of Alaska.

Sincerely,



Lisa Murkowski  
United States Senator

CC: Members of the U.S. Board on Geographic Names