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ALASKA'S INDEPENDENTLY OWNED NEWSPAPER

'Ancient grazer' ID'd as unique Alaska dinosaur species

Hadrosaurs from North Slope show no signs of having migrated south.

Mike Dunham
Alaska Dispatch News

A new species of Alaska duck-bill dinosaur has been identified from thousands of bones found on the North Slope and housed at the University of Alaska Museum of the North.

Ugrunaaluk kuukpikensis (oo-GREW-na-luck KOOK-pik-en-sis) is only the fourth dinosaur species unique to Alaska to be described in scientific literature. The finding was announced in a paper by the

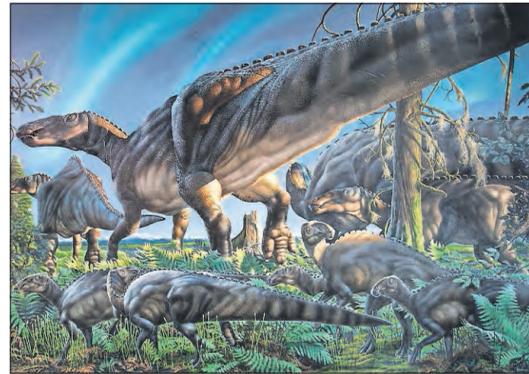
museum's earth sciences curator Pat Druckenmiller, University of Alaska Fairbanks graduate student Hirotugu Mori and Florida State University researcher Gregory Erickson in the scholarly journal *Acta Palaeontologica Polonica* on Tuesday.

The name means "ancient grazer" in Inupiaq. The dinosaur had hundreds of teeth suitable for eating coarse vegetation in the polar forest that covered northern Alaska 70 million years ago and could grow as long as 25-30 feet from nose to tail, Druckenmiller said. Though the Arctic was warmer in ancient times, the creature probably lived north of the Arctic Circle year-round,

enduring relatively low temperatures, "months of darkness and even snow."

But it didn't just survive, it thrived. The museum has at least 6,000 specimens from these duck-bills, also called hadrosaurs, all from the Prince Creek Formation on the north side of the Brooks Range about 35 miles from the Arctic Ocean. The location was even further north when Ugrunaaluk herds grazed there, Druckenmiller said.

Though the existence of hadrosaurs in Alaska was previously known — the first dinosaur fossils



Ugrunaaluk kuukpikensis, a polar dinosaur, has been recently identified as a species unique to Alaska. This life-size painting by artist James Havens is part of an exhibit at the University of Alaska Museum of the North in Fairbanks.

See Page A-8, **DINOSAUR**

Illustration courtesy JAMES HAVENS

Ex-Barrow mayor killed in Anchorage after being hit by SUV

72-year-old who held office for 15 years was known for fighting for region's oil wealth.

Alex DeMarban
Alaska Dispatch News

The man who died after being struck by an SUV on East Fifth Avenue near Merrill Field late Monday was the longest-serving mayor of Barrow, a leader who presided over the nation's northernmost city during a period of modernization starting in the 1970s, and who also played an important role in improving life across the North Slope.

Nate Olemaun Jr., 72, was a powerful voice in the 1970s, who fought for oil wealth from the giant Prudhoe Bay field to be shared with local communities, said a former political foe who now calls Olemaun an "old buddy."

"It was a constant battle for the North Slope Borough to get its rightful share of oil revenue and Nate fought that battle against the state," said another former mayor, Jim Vorderstrasse.

"He was a strong voice in that effort, a real firebrand," said the city's current mayor, Bob Harcharek, who arrived in Barrow in the late 1970s, before running water and sewer and other modern facilities were part of life in North Slope villages.

Olemaun, a mayor for 15 years and also a whaling captain, was struck Monday at about 9:30 p.m. by a 2009 Ford Edge traveling east while crossing the 1500 block of East Fifth Avenue near a Holiday gas station north of Merrill Field, Anchorage police said.

Olemaun died at the scene, and the SUV's driver remained to cooperate with responders.

See Page A-8, **OLEMAUN**

Senate Dems block GOP bill that would curb late abortions

Alan Fram
Associated Press

WASHINGTON — Senate Democrats blocked Republican legislation Tuesday that would prohibit most late-term abortions, the latest episode in a fight that has threatened to cause a partial government shutdown. At the same time, the chamber's GOP leader began choreographing a series of votes designed to avert a federal closure.

Senators voted 54-42 to move ahead on the abortion legislation, but that fell six votes short of the 60 needed to advance the bill. With Republicans holding 54 Senate seats, the outcome was pre-ordained, but the showdown let each side highlight its willingness to battle for its most loyal voters and contributors.

See Page A-7, **ABORTION**

20TH ANNIVERSARY OF FATAL AWACS CRASH IN ANCHORAGE



Master Sgt. Torey Moore, an air surveillance technician with the 962nd Airborne Air Control Squadron, salutes during a ceremony on Joint Base Elmendorf-Richardson on Tuesday to honor the 24 crew members who died when Yukla 27, an E-3B Sentry Airborne Warning and Control System, crashed during takeoff 20 years ago after a flock of geese damaged the engines.

Families mourn fallen aviators

Relatives, fellow airmen pay tribute to the 24 who died in 1995 crash.

Sean Doogan
Alaska Dispatch News

Twenty years is a long time. Enough time to obscure memories, but not enough to fully erase the scars left by sudden and ruinous loss. On Tuesday, more than 500 people gathered outside the 3rd Wing Headquarters on Joint Base Elmendorf-Richardson to both remember and heal.

Twenty years ago, on Sept. 22, 1995, an E-3B Sentry Airborne Warning and Control System jet — call sign Yukla

27— was knocked from the Anchorage sky, not by an enemy, but by a flock of Canada geese. All 24 aboard that day, 22 American and 2 Canadian airmen, died.

Kyle Leary, a 26-year-old who lives with his fiancée, Amanda Deese, in Palmer, was just 6 when his father, and Yukla 27's navigator, Lt. Col. Richard G. Leary, was killed.

As he peered into the early morning sun, Leary noted that he is getting ready to be a father himself: He and Deese are expecting their first child.

"I remember him kicking a football once," Leary said of his own father. "I

See Page A-8, **YUKLA 27**



An AWACS makes a flyby during the ceremony.

VW diesel scandal spreads to core market

Company to set aside \$7.3 billion to fix software that could cheat emissions tests.

Jack Ewing
The New York Times

FRANKFURT, Germany — A scandal that has battered Volkswagen's image in the United States spread to the automaker's core market in Europe on Tuesday, when the company said that 11 million of its diesel cars were equipped with software that could be used to cheat on emissions tests. That was more than 20 times the number of cars previously disclosed.

The company also said it would set aside \$7.3 billion — the

equivalent of half a year's profits — to cover the cost of making the cars comply with pollution standards.

In the United States, pressure was ramped up on Volkswagen, with attorneys general for New York and other states saying that they were forming a group to investigate the deceit and Sen. Bill Nelson, D-Fla., asking the Federal Trade Commission to begin an inquiry and look into remedies for owners.

The automaker's 68-year-old chief executive, Martin Winterkorn, faced mounting pressure to take responsibility for the scandal and resign.

On Tuesday, though, he seemed intent on fixing the blame on others, yet to be identified. Winterkorn

issued a video statement on the company's website, saying that the misconduct was a result of "the grave errors of very few" employees, and promised to cooperate with officials on a "ruthless examination" of how vehicles were programmed to evade emissions tests.

The German government said on Tuesday that it had begun an investigation of the company's conduct. So did the French government, joining Italy and South Korea among the countries looking into the matter.

Winterkorn, with a reputation for delving deeply into the minutiae of automobile design and construction, became chief executive in 2007, two years before

See Page A-7, **VOLKSWAGEN**



NATION & WORLD NEWS

Pope Francis' arrival in the US is a low-key prelude to pageantry
Pope Francis landed to a red-carpet welcome Tuesday as he opened his first visit to the United States.
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