



PLANE TALK

Publication of Statewide Aviation

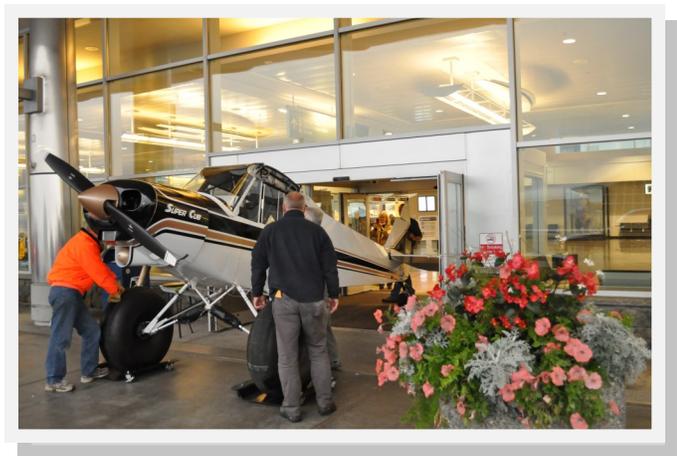


Fall 2014

NEW AVIATION EXHIBITS ENTERTAIN & EDUCATE

Travelers passing through the Ted Stevens Anchorage International Airport are enjoying a new aviation exhibit featuring a PA-18 Super Cub. The exhibit emphasizes the importance of aviation in Alaska where 82% of the communities are not connected to a road system. In Governor Parnell's [*General Aviation Appreciation Month*](#) proclamation, he reaffirmed the value of general aviation when he asked all Alaskans to celebrate GA as a "unique resource in our state and to recognize the achievements of those who make aviation possible in the Last Frontier." The exhibit is located next to the Alaska Airlines check-in area and will be on display through April 2014.

Next door to the airport at the Alaska Aviation Museum visitors will find a newly renovated Merrill Field Tower Cab. The tower cab is open to the public and can be rented for events. The museum is a great place to immerse yourself in aviation history with their ever-expanding attractions and facilities.



Top photos - The PA-18 Super Cub was provided courtesy of the Alaska Airmen's Association. Members reassembled the PA-18 Super Cub in the airport terminal. The wings were removed and tires deflated to get the fuselage through the doors.

Left—the Merrill Field Tower Cab was originally built in 1961, and served Merrill Field for 40 years.

Photo courtesy - Rob Stapleton

Message From Deputy Commissioner



As termination dust moves down the mountains, and I watch the float planes being hoisted out of Lake Hood, I can't help but reflect on another successful summer in Alaska aviation. 2014 saw a better than expected allocation of FAA Airport Improvement Program (AIP) funding of ~\$179 million, that facilitated large Runway Safety Area projects in Kodiak, Nome, and Kotzebue as well as multiple runway rehabilitation projects in Hooper Bay, Koliganek, Ambler, Petersburg and Barrow. In addition, multiple pieces of Aircraft Rescue & Fire Fighting were purchased, Snow Removal Equipment Building projects begun, and several aviation planning studies initiated. Kudos to all of the people and sections responsible for another outstanding grant cycle.

July saw us in Nome with the Governor's Aviation Advisory Board (AAB), and many thanks go out to Bob Madden, Evan Booth and their team for the productive trip. Holding AAB meetings around the state provide valuable opportunities to bring state, federal, and local groups together to collaborate on a variety of issues impacting aviation. On this trip we were also able to assess Shishmaref, Wales, and Port Clarence – airports integral to arctic development and the state's role in supporting infrastructure development.

DOT&PF sends out a hearty welcome to Mr. Kerry Long, stepping in as the FAA's new Alaska Regional Administrator following Bob Lewis' retirement earlier this year. Kerry is an aviation enthusiast, and will be a valuable partner as critical challenges

emerge such as Unmanned Aerial Systems (UAS) integration, the 2015 FAA Reauthorization Act, and more.

Speaking of UAS, DOT&PF was named to the legislature-established UAS Task Force and is also actively involved in both state and national policy recommendations through both the American Association of Airport Executives and the National Association of State Aviation Officials UAS committees. There is lots of work to be done, but Alaska is leading the way in this emerging field with practically unlimited opportunity for commercial and recreational implementation.

We finished the summer with a legislative tour of some of our Mat-Su airports in order to highlight both the opportunity, and challenges, associated with the most rapidly growing region of the state. Demand for airport lease lots is at an all-time high, while the need to prioritize focus on those communities off of the road system continues. As we strive to encourage economic growth and steadily move toward a more self-sustaining aviation system, the Department will continue to identify those areas where innovation, and investment in infrastructure, will yield long-term benefits to multiple stakeholder groups.



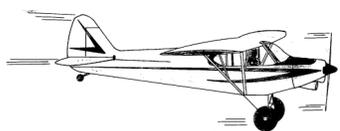
(L-R) Senator Huggins, Commissioner Pat Kemp, Representative Neuman and Deputy Commissioner Binder participated in a DOT&PF sponsored briefing on Mat-Su airports. Following the briefing numerous legislators and staff toured Big Lake, Willow, and Talkeetna Airports.

As I close out this edition I want to remind everyone that DOT&PF is undertaking a review of the aviation portions of Title 17 (chapters 42& 45). We are requesting comments and suggestions so that we can focus our initial efforts on those areas most important to the aviation community. Any inputs can be directed to alex.moss@alaska.gov.

Fly Safe,

John Binder

Deputy Commissioner



Northwestern Alaska Career and Technical Center

NACTEC is a joint venture operation between Nome Public Schools, Bering Strait School District, and the City of Nome to meet the regional demand for increased vocational training for high school students. They offer a variety of career exploration courses in many different career fields. Aviation related careers are available and include outings to Nome-based air carriers to learn first-hand about aviation related careers.



The Governor's Aviation Advisory Board received a tour and overview of NACTEC during their Nome meeting.

PRACTICE STRIPS *MAKING BACKCOUNTRY FLYING SAFER*

Off-airport operations are common in Alaska occurring on glaciers, bush strips, lakes and gravel bars. Pilots are generally on their own to determine surface conditions and frequently need to touch down and stop in a short distance. The FAA, DOT&PF, and Municipal Airports are working with aviation stakeholder groups to mark practice strips measuring 600 - 800 ft. long by 25 ft. wide. Pilots can practice on these strips to better know their own limitations and handling of the aircraft they fly.

To date six airports have been approved to participate- Fairbanks International, Goose Bay, Nenana, Palmer, Soldotna, and Wasilla. If you are interested in volunteering to help paint any of these runways or in creating a practice runway please contact Matthew Freeman, Alaska Region Airports Division at 907/271-5455 or Rich Sewell, Transportation Planner with the Division of Statewide Aviation - 907/269-0725.

A guidebook to creating a practice strip is available [online](#).



(L-R) Mark Messner, Ken Rocheleau, Dale Miller, and Matt Freeman, volunteers with the Birchwood Airport Association, painted the Goose Bay runway this summer.

UNALAKLEET AND SAINT MARY'S M&O STATIONS

Tirelessly Working M&O Crews

By Mike Coffey, Chief Statewide Maintenance and Operations

Unalakleet is located on Norton Sound at the mouth of the Unalakleet River, 148 miles southeast of Nome and 395 miles northwest of Anchorage. The Unalakleet Airport is the home base for John Wilson, Airport Manager and Albert Saccheus. John recently took over the reins from long time Airport Manager Harry Johnson. John and Albert work diligently to maintain the Unalakleet Airport as well as nine outlying rural airports. All ten airports are located on the Western coast/Yukon Delta making them a difficult challenge due to the frequent adverse weather conditions and complications with limited available resources. Coastal storms and the annual spring breakup bring on flooding causing major erosion problems.

St. Mary's is located on the north bank of the Andreafsky River, five miles from its confluence with the Yukon River. It lies approximately 450 air miles west-northwest of Anchorage. Erik Weingarth, Airport Manager and Mel Pauken work tirelessly to maintain and operate the St. Mary's and eight other outlying airports as well as 25 miles of roadway between St Marys, Pitkas Point and Mountain Village; serving a total population of approximately 1,240 people. Because of the importance of the area airports and road to the residents of western Alaska, Erik and Mel work long hours and consecutive days to keep all nine airports accessible. A unique challenge they face is the unstable silt embankment material used for airport construction in western Alaska. This material provides little erosion resistance so Erik and Mel are constantly fighting to keep their embankments in excellent condition.

Supporting the task of maintaining the St. Marys and Unalakleet Airports plus 19 outlying airports are two equipment fleet mechanics. Duane Olson and Richard Lane are based in St. Mary's and work hard to maintain all the varied equipment that is required to operate these diverse airports.



(L-R) John Wilson and Albert Saccheus, Unalakleet Airport



(L-R) Mel Pauken and Eric Weingarth, St. Mary's Airport

MASS CASUALTY DRILL AT FAIRBANKS INT'L PREPARES FIRST RESPONDERS

Story courtesy of Lacy Russell, Fairbanks Airport

For emergency responders, practice is vital to preparation. Personnel within the Fairbanks North Star Borough were given the opportunity to hone their skills during the Fairbanks International Airport's (FAI) Triennial Mass Casualty Exercise on Tuesday, August 12th.

A simulated airplane crash, complete with volunteer victims, initiated around 7:00 that evening at the south end of the runway at FAI. A thick cloud of black smoke could be seen billowing from the "crash" site, as the Federal Aviation Administration (FAA) tower reported the incident, prompting the response of FAI Police & Fire and local mutual aid. The Emergency Operations Center assembled while teams from the Red Cross, Fairbanks Memorial Hospital, and emergency responders from across the borough gathered to offer any services needed to "victims" and the airport.

The exercise provided lifelike scenarios for all components such as victims with specific injuries and costume makeup revealing those injuries, volunteer family members gathering at FAI looking for answers, and media from local news stations attending a mock press conference to ask a multitude of questions about the incident.

The FAA mandates that every airport in the United States conduct this type of training exercise every three years. The exercise is designed to better prepare local emergency response teams for major aircraft accidents or mass casualty incidents at the airport.

FAI Division Operations Manager, Angie Spear, speaking on emergency response preparedness stated, "I don't know if any group is ever entirely ready because there are always circumstances that you can't predict, but we are as ready as we can be." It is because of training exercises such as this that FAI will continue to improve its emergency responses, ensuring that FAI is as ready as it can be.



A black plume of smoke fills the sky as two FAI fire trucks arrive at the simulated airplane crash site. Photo credit: FAI Police & Fire

FAA Tour Alaska Airports

See first-hand Challenges and Diversity of Alaska

Demonstrating the diversity that is Alaska, Statewide Aviation hosted regional and national FAA officials on a two day tour of Northern and Southeast airports. The trip brought to life challenges and needs we strive hard to articulate in an ever tightening fiscal environment.

The northern tour included flyovers of Stony River, Crooked Creek, Grayling, and Council and stops at Anvik, Elim, Nome, Shismaref, and Kotzebue. The weather helped challenge the pilot to shoot an LPV approach to minimums at Shismaref. Both Nome and Kotzebue have runway safety area projects underway.

The southeast tour of seaplane bases provided a better understanding of the importance of seaplane service to small, remote communities not connected to a road or to the Alaska Marine Highway service. DOT&PF operates 254 airports of which 33 are seaplane bases.

They flew away with an appreciation of Alaska's system-wide aviation needs and will no doubt spread the word amongst their Washington counterparts.



DOT&PF escorts FAA officials on a tour of Southeast Alaska seaplane bases.

Upcoming Events

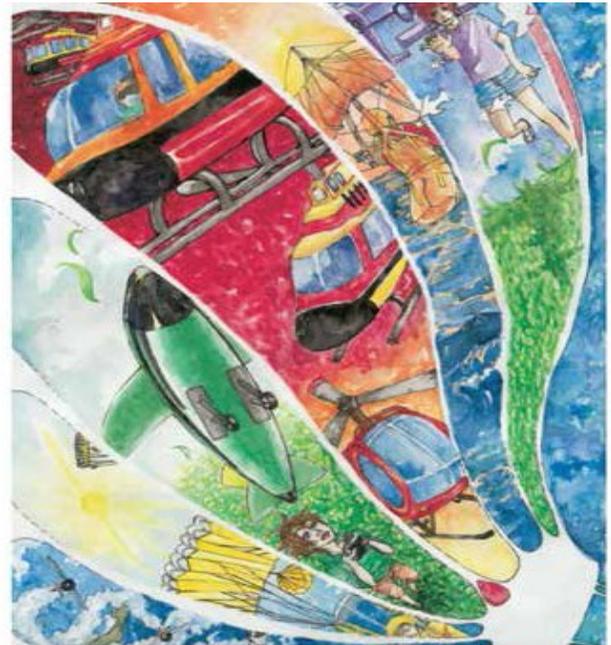
OCTOBER 14th - Aviation Advisory Board Meeting, 8:30am to 5:00pm, Fairbanks International Airport

OCTOBER 20th - Alaska Aviation Museum Speaker Series - Dave Karp & Don Brugman "Strange Cargo". Call 248-5325

NOVEMBER 7th - [Alaskan Aviation Legends and Medallion Safety Banquet](#), 5:00 p.m. Marriott Hotel.

NOVEMBER 15th - Alaska Aviation Safety Foundation - [Fall Safety Seminar](#). Call 243-7237

2015 International Aviation Art Contest Is Underway!



Janie Lee, CA - United States, 2nd Place, Senior

This year's theme for the International Art Contest is "World Air Games" and is open to youth ages 6 though 17. Entries must meet specific requirements and be postmarked no later than January 23, 2014. More information online at [NASAO International Art Contest](#) or call Statewide Aviation at (907) 266-2596.

SHISMAREF AIRPORT RESURFACING PROJECT



By Jeff Roach, Transportation Planner, DOT&PF

Walking around the apron at the Shishmaref Airport you notice evenly spaced sets of divots in the asphalt surface. The existing surface is so soft that aircraft tires are leaving indentations where they are parked. Pilots and local residents say this is particularly evident during periods of warm weather. A significant amount of the airport's paved surfaces are also patched and crack sealing is widespread.

If funding becomes available the airport will get a much needed resurfacing in the near future to prevent this and other damage to the operating surfaces from occurring. Plans are nearing completion to add an additional asphalt cap on top of the existing paved surfaces. The new paving material will go down on top of the existing surface. In 1986, the original emulsified asphalt surface was laid down on top of a lattice of geo-web material. This precludes the existing surface from being milled up to serve as treated asphalt base, which is often done during airport resurfacing projects. Instead, geotextile fabric will be placed on the existing surface and this will be topped with the new asphalt surfacing. The fabric is used to prevent the new asphalt from sinking into the existing asphalt surface material which would create an uneven surface. The new surfacing will protect the airport's infrastructure, preventing the need for a more costly reconstruction project. The completed project design will be on hold until funding for construction is obtained.



AACA Forrest Jones Memorial Scholarship

[Click here](#) to get the application form.

The Forrest Jones Memorial Scholarship was established in 1999 to honor Forrest Jones, a dedicated aviation maintenance professional and role model who combined innovative thinking and a common-sense approach to everyday problems. Forrest made a significant contribution to aviation in the State of Alaska, actively supporting aircraft operations for over forty years. His maintenance philosophy of "fixing it right, by the book" was combined with a high degree of professionalism and integrity.

The Forrest Jones Memorial Scholarship seeks to perpetuate this attitude and commitment to aviation in Alaska. The scholarship is awarded in early spring at the annual Alaska Air Carriers Association Convention. The amount to be awarded each year will be determined annually by the AACAA Scholarship Committee.

The following factors are considered

1. High school grades, college/university grades, or GED scores
2. SAT/ACT scores
3. Demonstrated leadership, citizenship, and community service accomplishments
4. Purpose, ambition, integrity, and personal initiative
5. Letters of recommendation
6. Applicant's personal essay

Who may apply This scholarship program does not exclude AACAA members, board members, or their family members; anyone may apply.

Deadline Must be received or postmarked by the JANUARY 1st No incomplete applications will be accepted.



Our mission is to:

“Keep Alaska Moving through

service and infrastructure.”

To learn more visit our website: www.dot.alaska.gov

To receive Plane Talk sign up here:



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