



PLANE TALK

Publication of Statewide Aviation



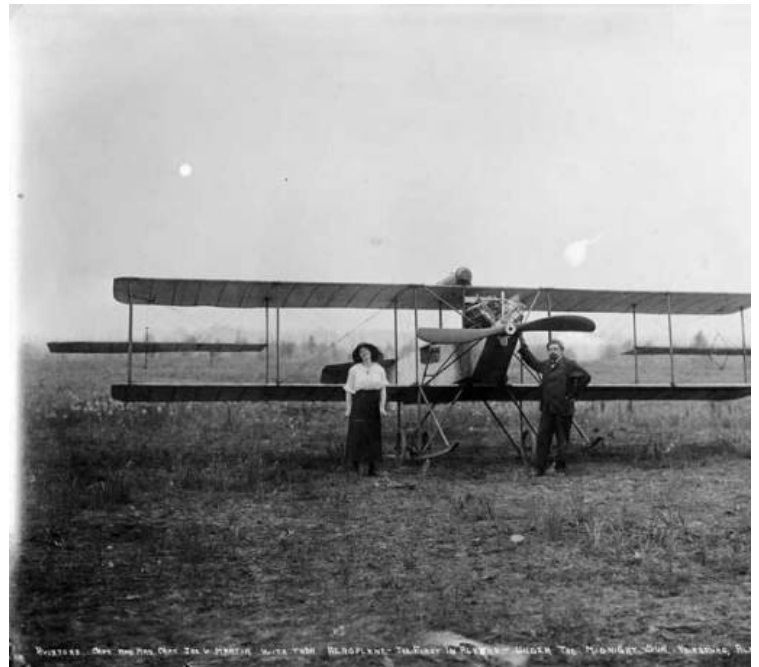
Winter 2013

A CENTURY OF ALASKA AVIATION

Alaska is celebrating a century of aviation history with a remarkable collection of historical artifacts, videos, and a Stearman C2B biplane at the Anchorage Museum's exhibition [Arctic Flight: A Century of Alaska Aviation](#).

It is co-curated by the Smithsonian Institution's National Air and Space Museum and features objects from the Smithsonian and several Alaska museums, including the [Alaska Aviation Museum](#) and [Pioneer Air Museum](#) (Fairbanks).

The significance of aviation in Alaska is just as important today and it was with that first flight back in 1913. In 1925 Alaska's Territorial legislature authorized the Board of Road Commissioners to spend \$40,000 of the total \$250,000 territorial road budget on airfield construction. By 1927, the territorial government was maintaining 24 airfields! Today the State of Alaska owns and/or operates 255 airports with 82% of our communities totally dependent on aviation for year-round access.



James V. and Lilly Martin brought the first airplane to Alaska for a demonstration flight in Fairbanks on July 3, 1913. They flew the plane over Fairbanks at 200 feet and up to 45 mph. They tried unsuccessfully to sell the airplane and ended up crating and shipping it back to SFO. (Photo credit –P281-081 Alaska State Library Harold & Leila Waffle Photograph Collection)



Carl Ben Eielson—Alaskan aviator and [namesake of Eielson Air Force Base](#) is shown here in his "Jenny". He came to Fairbanks in 1922 as a school teacher and soon afterwards formed the Farthest North Airplane Company delivering supplies, mail and passengers to communities that had previously relied on dog sled. (Photo credit Pioneer Air Museum)

Message From Deputy Commissioner



Greetings and Best Wishes to All!

I am writing this as the great Iditarod Trail Sled Dog Race is underway in early March. The idea the Iditarod Air Force is now “on mission” in support of one of our state’s greatest traditions makes it all the more true that Alaska’s aviation history is both rich and fascinating and a Century of Aviation is certainly something to celebrate. We’re excited to be joining with other key Alaska aviation stakeholders in highlighting a Century of Aviation. In particular, we’re covering some of the major Alaska aviation events in this issue of Plane Talk.

It’s worth noting that Alaska - the “flyingest” state in the union - has over 700 airports supporting over 10,000 pilots. We enjoy a wildly diverse aviation system consisting of a huge number of basic, critical lifeline rural airports, extending from there across an array of rural certificated Hub facilities, to the far end of the diversity spectrum that sees Ted Stevens Anchorage International Airport as #4 in the world for cargo throughput!

DOT&PF works hard every day to operate and maintain our share of this diverse system in dynamic federal and state operating and policy environments. As we do this fundamental service mission, we’re working hard to tell the Alaska story nationally, and the right story locally as programs, policies, and budgets are debated and decided upon.

The story of the last 100 years is one of a fascinating journey that beyond its pure entertainment value is also vital prologue for the critical dialogue ongoing now in regards to where we want to go as an aviation-centric state over the decades to come. Ours is a story of dedication and determination against often

overwhelming odds. Take a stroll through any of our wonderful aviation museums if you doubt this assertion. Such a story of overcoming helps me have confidence we’ll continue as Alaskans, with dedication and determination, to continue tackling and solving our toughest problems.

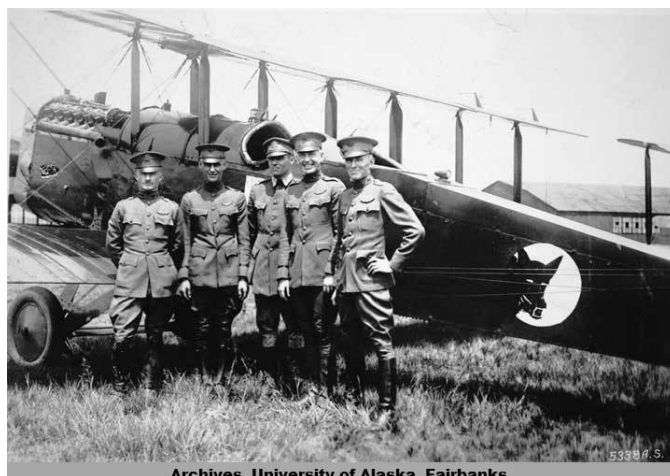
There’s another event that jumps to the 21st century you won’t want to miss and that is the Great Alaska Aviation Gathering. DOT&PF will be well represented at the “largest aviation trade show in Alaska” and we hope you’ll stop by one of our booths to learn more about Alaska’s aviation system.

Fly Safely,

Steve

Aviation Develops in Alaska After WWI

It was after World War 1 that significant aviation developments occurred in Alaska. Among the first were demonstration flights made by the United States military. In 1920, a flight of army bombers reached Alaska from Long Island, New York. This “Black Wolf” squadron of wheeled biplanes landed on tide flats at Wrangell, a ball park at Fairbanks, a sandbar at Ruby, and an old parade ground at Nome’s Fort Davis. Nome was selected as the destination because assistant chief of the Air Service, General Billy Mitchell, had served in Alaska during construction of the Washington-Alaska Military Cable and Telegraph System.



Archives, University of Alaska, Fairbanks

The five officers who flew the 9,000 miles from NYC to Nome and back in 110 flying hours! Photo credit –Alaska Digital Archives - University of Alaska Fairbanks

Outstanding Alaskan Aviation Professionals Win National General Aviation Awards

The [General Aviation Awards Program](#) recognizes individual aviation professionals on the local, regional, and national levels for their contributions to aviation, education, and flight safety. Two of this year's four national winners are from Alaska!

Regional Certificated Flight Instructor of the Year

Dean Wesley Eichholz of Soldotna, represents the Anchorage Flight Standards District Office (FSDO). Dean is an independent flight instructor and Designated Pilot Examiner as well as a broker for Falcon Insurance Agency of Alaska, Inc.



Regional FAASTeam Representative of the Year

Mark Edward Madden, a 3-time Master CFI of Anchorage represented the Anchorage FSDO and the Alaska Region. Mark is a professor of aviation technology at the University of Alaska. He is a leading safety educator in the local FAA Safety Team (FAASTeam), the University, and the Alaskan Aviation Safety Foundation.



The FAA is preparing to launch a new initiative in Alaska - "Walk in my Boots." The program is aimed at educating high school students about opportunities in the world of aviation maintenance, avionics, and engineering by having them work with professionals in these career fields.

Both the Boeing Company and International Civil Aviation Organization (ICAO) have projected a need for more aviation maintenance technicians in the future. They vary in number and in scope, but the message is - there is a future in aviation for a skilled airframe and powerplant (A&P) mechanic.

Response and support from Alaska's aviation industry is overwhelmingly positive. There are plans to have students "Walk in my Boots" before the end of this school year. If you know of a student candidate, contact Angie Slingluff at (907) 271-5228 or via email angie.slingluff@faa.gov

The program is a collaborative effort between FAA's Science, Technology, Engineering and Mathematics (STEM) Aviation & Space Education Program (STEM_AVSED) and their Flight Standards Division.

Airport/Seaplane Base Spotlight

Alaska's Seaplane Bases

By Verne Skagerberg, Transportation Planner, DOT&PF

Aviation plays a huge role in Alaska's transportation system. In Southeast, which is roughly the same size as Florida but with many times Florida's coastline, seaplane bases are a big part of the aviation system. The most common aircraft in Southeast is a DeHavilland Beaver on floats.

Float plane operators in southeast provide scheduled service between small communities along the inside passage and the regional commercial hubs of Juneau, Ketchikan, and Sitka. In the larger communities like Juneau they operate from bases that offer individual docks and tie-down ramps, fueling, passenger shuttles, and other amenities; at the other end of their routes, they often have a simple float that will accommodate one or two aircraft

Many of the floats in small communities are an integral part of harbor facilities used by private and commercial boats. The state has transferred quite a few of its harbors to local communities, and the seaplane floats have been included, so the number of floats owned and maintained by the department has declined over time, and many communities have become airport sponsors.

Seaplane service to small, remote communities is much more than a convenience or sight seeing opportunity. Many people rely on it for all their transportation because they're not connected by road and do not have Alaska Marine Highway service. Some communities that are served by AMHS only have a few ferry stops a week, and the trip to a commercial center may take many hours. The round trip by ferry often requires an overnight stay and other complications, so the float plane is a real improvement in most cases where transporting a car isn't necessary - - and in many cases, it's the only way to get from here to there.

Interesting Facts:

- DOT&PF operates 255 airports of which 33 are seaplane bases.
- Alaska has the most seaplane bases in the country—184!



Lake Hood Seaplane Base – largest seaplane base in the world! Photo credit: Warren Enyeart, AK DOF&PF



Juneau Airport Float Pond - Photo credit: John Orbistondo, AK DOT&PF



*Coffman Cove Seaplane Base
Photo credit: Kirk Miller, AK DOT&PF*

ELODEA—spread the word, not the weed!

Elodea is a very invasive submerged aquatic plant. It survives freezing and spreads by tiny fragments introduced by float planes, trailers, school/home aquariums, and equipment.

There are confirmed infestations in lakes, sloughs, and ponds located in Anchorage, Fairbanks, Cordova and Kenai Peninsula. Numerous agencies are working hard to spread the word and concerns about Elodea:

Safety—fowls float plane rudders & outboard propellers

Nuisance—impedes boat & float plane launching, navigation, & fishing

Ecological—degrades salmon spawning habitat

Economic—reduces property values by fouling launch sites/habitats

Float Plane Operators—We Need Your Help!

Inspect & clean your aircraft before every flight

- Before entering the aircraft remove visible plants and/or debris and pump water from floats
- Before takeoff don't taxi through heavy plant growth; raise and lower rudders
- After takeoff raise/lower rudders to free plant fragments over the waters you just left or dry land
- Watch [“Sea Plane Inspection and Decontamination”](#) on YouTube for more details
- Report sightings and help identify new infestations
- Call **1-877-INVASIV** to report sightings.

Upcoming Events

MARCH

23 Alaska Aviation Careers and Airport Job Fair—10:00a.m. to 3:00p.m. at the North Terminal, Ted Stevens Anchorage Int'l. Airport

APRIL

19 Aviation Advisory Board Meeting

20 [Spring Seaplane Seminar](#), 8:00 a.m., Tom Wardleigh Hangar at OAS

MAY

4-5 [Great Alaska Aviation Gathering](#), FedEx Hangar, Ted Stevens Anchorage Int'l. Airport

FedEx donates Boeing 727-200 jets to University of Alaska

Thanks to FedEx students in UAF and UAA's Aviation Maintenance Programs now have actual cargo jets for essential hands-on training. Aviation maintenance graduates are in high demand in Alaska and many hope to work on this type of aircraft in their future careers.



UAF's cargo jet parked at their hangar located on the East Ramp of Fairbanks International Airport .

Photo credit: Todd Paris, University of Alaska Fairbanks

Aviation Stakeholder Spotlight

Matanuska-Susitna Borough Aviation Advisory Board

The Matanuska-Susitna Borough undertook a Regional Aviation System Plan (RASP) in 2008 to identify the state of aviation in the Mat-Su Borough, how that might change over the next 20 years, and what actions should be taken to ensure aviation can grow in a positive way in the borough. As part of this study it was also recommended that an Aviation Advisory Board (AAB) be established.

The borough assembly adopted and accepted the findings and recommendations of the 2008 RASP including the recommendation that the borough establish an AAB. The board was officially established in 2009 for the purpose of providing advice to the Assembly, the Planning Commission, the Planning Board, and the Administration on issues relating to airports and aviation within the borough. This board makes recommendations on borough policy with respect to all issues relating to the preservation and establishment of safe airports, the preservation of the aviation lifestyle, and the promotion of aviation safety.

The Mat-Su Borough has the highest concentration of public and private airports in the nation. With 10 public airports and over 200 private airports, over 1,000 aircraft, more pilots per capita than most of the rest of Alaska and the nation and millions of dollars of economic impacts to the region's economy, aviation is vitally important to the economy of the region and lifestyle of its residents.

The Mat-Su Borough is also the fastest growing region of Alaska, having more than doubled in population over the last 20 years and with predictions of more than doubling again in the next 20 years.

The Board is committed to supporting the growing aviation industry in one of Alaska's fastest growing communities.

Archie Giddings, Chair, of the AAB, says a high priority for the Board is, "taking a leadership role and advocating for GF funding for General Aviation airports."

One of the many airport projects supported by the

Mat-Su Borough is a Floatplane Location Study, Phase II. The RASP identified the need for a floatplane facility and this plan will provide a location study, feasibility analysis, and construction of the floatplane facility. More information on the AAB is available here:

<http://www.matsugov.us/publicworks/boards-and-commissions/aviation-advisory-board>



Wasilla Municipal Airport—in 2011 the Alaska Aviation System Plan issued a report on the economic significance of the Wasilla Airport and the role it plays supporting valley aviation. This airport has an Airport Advisory Commission that provides advice and recommendations to the city on airport matters. (Photo credit: Terry Fletcher)



Palmer Municipal Airport—the airport primarily supports general aviation, fixed wing and helicopter flight training, and at times during the summer, forestry fire fighting.

Meet the Team



Alex Moss began working as the Planning Manager for the Alaska International Airport System (AIAS) in November 2012. He quickly immersed himself in the AIAS Strategic Plan, managing the contract for the AIAS Planning Study and directly assisting DC Hatter with strategic communications. Alex was previously with the Anchorage International Airport staff where he spent a little over a year as an Operations Officer.

He is a retired US Air Force Lieutenant Colonel who spent most of his 28-year career as an F-16 pilot, with extensive leadership experience in operations, planning and command and control. During his time in the Air Force he spent 4 years in Fairbanks and 6 years in Anchorage. He has a Bachelor of Arts degree in mathematics from Ohio Wesleyan University, a Master of Aeronautical Science degree from Embry-Riddle Aeronautical University and is a Certified Member of the American Association of Airport Executives.

Alex and his wife, Katie, are from Boston and Cincinnati and raised their two children in numerous places, to include Germany, Panama, Nevada and Vermont. They most of all enjoy sharing with family and friends the skiing, hiking, flying, fishing and sight-seeing here in Alaska!

“Alex is a key player in moving the International Airport System Strategic Plan forward and has already contributed greatly in the short amount of we’ve been blessed to have him on board,” said Deputy Commissioner Steve Hatter.

Alaska Aviation Careers & Airport Job Fair

The Alaska Aviation Careers and Airport Job Fair will be held on Saturday, March 23, 2013, from 10:00 a.m. to 3:00 p.m., at the North Terminal of Ted Stevens Anchorage International Airport, 4600 Postmark Road. There is no cost to attend and parking at the North Terminal lot is free to those who attend the event.

Approximately 300 seasonal, full-time, and part-time jobs are available at the airport. Companies participating this year include Alaska Airlines, Alaska State Troopers, Delta Global Services, Everts Air Cargo, FedEx Express, HMS Host, Lynden Air Cargo, Northern Air Cargo, Pegasus Aviation Services, Silver Gulch, and the State of Alaska.

The Job Fair is collaborative effort between the Federal Aviation Administration Education program, Alaska Department of Labor, Alaska Department of Transportation and Public Facilities, and Northern Air Cargo.



Over 1,000 people attended last year’s Job Fair!





Our mission is to:

“Get Alaska Moving through

service and infrastructure.”

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

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Division of Statewide Aviation
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Return Service Requested

TO: