



North Winds

VOICE OF THE ANCHORAGE POST

MAY 2006 EDITION

CALENDAR OF EVENTS

Monthly Luncheon

25 May 2006, 11:30 a.m.

LOCATION:

AeroMap U.S.

(2014 Merrill Field Drive)

*RSVP to AeroMap by Wednesday,
24 May at 272-4495 or e-mail Mark Syren at
msyren@aeromap.com*

Executive Board Meeting

26 May 2006, 6:30 a.m.

Country Kitchen

346 E. Fifth Avenue

(Next to the Sheraton between Fifth and Sixth.)

GENERAL MEMBERSHIP LUNCHEON

Please join the Society of American Military Engineers (SAME) for their monthly luncheon on Thursday, 25 May 2006 from 11:30 am to 1:00 pm. AeroMap U.S. will host the meeting at their hangar on Merrill Field. The hangar is located directly across the street from AeroMap's offices at 2014 Merrill Field Drive, where ample off-street parking is available.

Lunch will be provided by AeroMap, and will be followed by a presentation titled "HDR Usage of GIS" and will include how they use DEM's in their GIS.

The Speaker will be Charlie Barnwell, GIS Manager with HDR. Following him will be a brief GIS presentation by Marcie Compton, GIS Analyst with AeroMap.

Please refer to the Calendar of Events above, for RSVP details.

PRESIDENT'S COLUMN

Written by Lt. Kyle Gebhardt

The focus of this month's young member column will have a more 'military' twist as we look at engineering in austere environments. Deployments for military engineers are increasing in duration and frequency, making for a truly exciting and challenging time to serve. Young engineers are often deployed within their first few years of service and take on demanding leadership roles with oversight of multi-million dollar contracts. This responsibility can be quite intimidating, especially if the engineer doesn't have any background in design or management.

A college education provides many tools and tactics to approach well defined engineering problems, but give a recent graduate the task of designing a simple structure and watch them struggle, a lot! These are the types of situations faced on deployments where the learning curve is very steep. For the most part, practical knowledge isn't taught in school and can only be obtained by working in a certain profession for several years. One of the most difficult challenges is the language barrier due to the fact that many of the contractors speak little to no English. Additionally, each base provides its own unique environment and we must adapt in order to successfully complete the job. Despite the difficult situations, as engineers and officers, we grow in a short period of time to meet the challenge.

SAME is unique in that it provides a networking opportunity in which professionals of all ages and experience levels can pool their resources. Here are a few ways SAME can help young military engineers as they head out into the field:

- Providing contact information for your specialty area so we can reach-back to our local community for assistance.
- Providing recommendations of simplified engineering tools, reference books, and compile data CDs with applicable engineering information.
- Sponsoring classes; pushing the education system to provide design classes for expedient situations.
- Continuing support for on the job training and summer internships. These are of huge value in forming a competent engineer.

The daunting task of designing projects from the ground up becomes more feasible if given the tools to help us make safe decisions while out in the field. We realize your support for SAME is a huge commitment of both time and money, and would like to thank you for your efforts.

APRIL BOARD MEETING MINUTES

Attendees: President Col. Hass, 2nd VP Kevin Thomas, Secretary Mo Mueller, Treasurer Kathy Jacobson, Editor Kathy Riker, past Post President Col. Moes, Pat Coullahan, Skip Koch, Bill Kontess, Andy Larson, Everett Mabry, John Magee, and Chris Turletes.

PRESIDENTS REPORT: Golf Tournament coming up, 22 June 2006. POP & Goals for membership, Andy Larson, Kevin Thomas, and Kathy Riker will be working on the sustaining membership which has decreased. Chris Turletes has nominees for camp, and will announce at the May Board meeting. The 2007 Pacific/Northwest Region Education and Training conference needs volunteers, please contact Bill Kontess for information.

TREASURER'S REPORT: Kathy Jacobson reports the ending balance of the Banquet, and moved that the monies go into the Tally fund, John Magee 1st, Chris Turletes 2nd, passed. Kathy will be taking care of the taxes that will be due in May.

MEMBERSHIP CO-CHAIR WANTED

If you are interested in becoming a Membership Co-Chair (Maj. Gordon Taylor is the other co-chair), please contact Lyn Dokoozian at 646-0296.

GOLF TIME

22 June 2006



The 17th annual Benjamin B. Talley Scholarship Golf Tournament will be held at Elmendorf's Eagleleglen Golf Course on 22 June 2006. We plan to do a Shotgun start at 7AM so we all finish together around Noon. A Shotgun start will require that we have 132 players (33 teams) signed up by June 16th. Otherwise, we pay for lost Tee Times and that costs the Scholarship fund \$\$\$\$\$\$. There is access to the golf course from Post Road without going through the Security gate. Although it may seem early, you need to start working on your teams **NOW**. Cost will be \$100 per player for civilians and \$50 for military, which includes entry fee, green fee, one power cart per team, grilled steak or chicken lunch afterwards, **free** beverages while you play, prizes, super camaraderie, and most of all a fun, relaxing time. This year we will also be doing a silent auction for two complimentary passes on the Alaska Railroad from Anchorage to Seward and return—a \$206 value. Could you ask for more?? Soooo, call Ev Mabry **NOW** at 384-0182 to sign up and then complete the attached signup form and email or fax to Ev at 384-0205, so you can get your team registered early. For you Sustainers, call Ev and let him know which hole you plan to sponsor this year – the price is still a reasonable \$100 per hole, and they sell out fast; so call now. Hope to see you all on 22 June!

MENTORING ENGINEERING SENIORS AT UAA

The Anchorage Post assisted the Engineering Department of the University of Alaska, Anchorage, (UAA) with their senior design course this semester. Chris Humphrey, PE (ENSR), Dave Gardner, PE (Coffman Engineers), Bonnie Smith, PE (OK) (Equinox Consulting) and Skip Koch, PE (Weston Solutions) jointly presented a class on the Business of Engineering. Patrick LeMay, PE (Alaska District, U.S. Army Corps of Engineers) presented a class on estimating. This is the third year in a row that this post has assisted the UAA Engineering Department in this their capstone course for their engineering students. Thanks to all those who participated in this worthwhile endeavor. Please be willing to offer to help out next winter when we once again assist with this course.

B.B. TALLEY SCHOLARSHIP ENDOWMENT FUND

New Board! At the Board of Trustee's 1st quarter meeting, the Fund's Board of Directors for 2006 was elected. The new Board is: Alan Quesnel as Chairman, Kathy Prentki as Vice-Chairwoman, Jim Volz as Treasurer, and Skip Koch as Secretary. Thank you to these Trustees who agreed to volunteer their time to serve.

Thanks! Please join the Trustees of the Endowment Fund in thanking outgoing Board Chairwoman, Ms. Cheryl Stewart of RISE Alaska, LLC for her many years of service on the Board of Directors. Ms. Stewart remains on the Board of Trustees.

Next Fund Meeting. The 2nd quarter meeting for 2006 for the Trustees will be on 7 June at the offices of CH2MHill at 12:00. Post members are welcome to attend. Fund investment recommendations will be reviewed and direction provided.

2005 Officers & Trustees

Trustee Emeritus: Virginia Talley

2006 Officers: Alan Quesnel (Chairman), Kathy Prentki (Vice-Chairwoman), Jim Volz (Treasurer), Skip Koch (Secretary)

Trustees-at-Large: David Gardner, Tim Gould, Craig Lance, John Magee, Kevin Murphy, Steve Schwicht, Jamie Spell, and Cheryl Stewart

Military Members: COL Timothy Gallagher, Col Michael Hass



About the Fund. The Fund honors Brigadier General Benjamin B. Talley, a charter member of the Anchorage Post and a distinguished engineer popularly known as the father of military engineering in Alaska. The Fund provides financial assistance

and recognition to upper division students in engineering and natural sciences through award of scholarship grants. In addition, each year the Fund provides grants which recognize educators from the Anchorage and Mat-Su school districts for their outstanding contributions toward promoting and fostering mathematics and science programs. For information on the Endowment Fund, contact Cheryl Stewart at RISE Alaska / 276-8095 or by email at: cstewart@risealaska.com.

ANCHORAGE POST SAME NOMINATES TWO FOR 2006 ENGINEER AND CONSTRUCTION SUMMER CAMPS

We have nominated two High School students to attend SAME Engineer and Construction Camps this summer. First is Alexander Kontess, an Eagle River High School student who was nominated to attend the U.S. Air Force Academy Camp in Colorado Springs, CO in early July. Our second camper is Daniel Derringer, Service High School, who was nominated for the Seabee Camp in Port Heuneme, CA in the second half of July. We expect to hear from National about how our nominees fared in the next two weeks. Alexander is finishing up his Freshman Year at Eagle River High School and is no stranger to SAME. Daniel is a sophomore at Service and a Naval JROTC Cadet. Both Alexander and Daniel are solid students, interested in math and science and considering engineering and the military as possibilities for the future. Congratulations to both camper nominees.

Alexander and Daniel represent the fourth round of campers that the Anchorage Post has sent to the SAME Engineer and Construction Camps. Here is a short rundown on where our campers are today.

2003 USAFA Camper—Kamron Gastineau, Dimond High School Graduate 2004 with an Army ROTC Scholarship to Portland State University where she was studying Nursing. After her first year Kamron has switched schools and majors she is now attending Portland University and studying to be a teacher. Kamron is a natural; you may recall her excellent presentation and the pop quiz she gave us after her presentation about her camp experience at the August 2003 meeting.

2004 USAFA Camper—Jon Herr, a Chugach High School Graduate, now attending UAA studying Engineering and working. Jon still talks about his camp experience. Jon is interested in Mining Engineering and is thinking about UAF to finish his engineering studies. Jon is already working on his Talley Scholarship application.

2005 USAFA Camper—Justin Hickel, hopes to graduate this month from Grace Christian School.

Justin accepted a scholarship to Rensselaer Polytechnic Institute (RPI) in New York State where he will be studying Mechanical Engineering.

2006 Seabee Camper—Brock Olson, hopes to graduate this month from Dimond High School. He received the JROTC Excellence Award and a 4 year Army ROTC Scholarship to Virginia Military Institute (VMI). Last summer Brock received an Engineer Commander's Coin from LTG Stock who is Chief of Army Engineers and a VMI graduate.

INSIGHTS

By Bill Kontess, F. SAME, AIA

This month's Insight is an interview with Mort Plumb, the Director of the Ted Stevens Anchorage International Airport, who shares his interesting commentary on airport growth and expansion, crisis management, transportation security, the interaction with graduate education, and a reflection on the military career for junior engineering officers and retirees.



Mr. Plumb has served in key management positions for the United States Air Force, including service to the Joint Chiefs of Staff in Washington DC. During his time as Vice Commander of the 11th Air Force for the Alaskan

Command, Mr. Plumb directed the Department of Defense's military support for the 1989 Exxon Valdez Oil Spill. As Director of the Airport, he is responsible for domestic and international activity and operations that annually includes 5 million total passengers, 58 airlines, and over 4.6 billion pounds of freight. This interview was conducted via phone on 28 April.

Bill Kontess: I wonder if you'd share with us your vision of the international airport's role as an economic engine for the development of Anchorage, interior Alaska, as well as for enhancing international commerce.

Mort Plumb: I believe the airport is an integral part of the economy of the city and state. One in nine jobs in the city is associated with the airport. I've noticed in the past few years that our cargo operations are Number 1 in the U.S. Secondly, in the amount of cargo handled, we are Number 3 in

the world, after Memphis and Hong Kong. We are also a connection to rural Alaska, through Northern Air Cargo, Lynden Air, Alaska Airlines and other carriers. We put a lot out there. As you know, when you superimpose Alaska onto the Lower 48, we stretch from coast to coast, but without roads west of the Mississippi.

We are in an excellent position in the national transportation system to impact the world economy. If you look at a polar map, you see the value of our location. I believe there's a window for further globalization of aviation. Currently 5% of all cargo is flown by air, but it represents 40% of the total value of all cargo transported. We are looking at going forward with cargo transfer flexibility—transferring cargo between international and domestic carriers. This will open new markets for commerce. For example, a Korean Airlines cargo aircraft flying from Seoul bound for Atlanta could transfer some of its cargo to a Northwest Airlines aircraft coming in from Tokyo and bound for Chicago. In this way, Chicago would gain next-day service of goods from Tokyo and Seoul via Anchorage.

The bottom line is that the airport is important to the state, national, and world economy.

Bill Kontess: The most recent master plan indicated that aircraft operations would double in the not too distant future at Ted Stevens International Airport. Is that projection still on track and would you discuss how that's driving airport expansion, or the potential development of a supplemental airport or replacement airport? How are environmental and land use issues influencing the needed end-state? How does the potential for the Knik Arm Bridge and the interaction with other transportation modes fit with that vision?

Mort Plumb: Operations continue to increase. The numbers are big. We're looking at 2 to 3% growth in volume over the next 5 years. We're doing a new master plan now, and are negotiating the scope with a consultant. The land use plan is designed to preclude any building that hinders airport operations. Among things under consideration, and in consultation with the airlines, the FAA and a cost-benefit analysis, it might trigger a need for a new north-south runway. A primary consideration is public safety—we want take-offs

and landings to occur over water versus the city. Also, from an environmental perspective we want to reduce the noise signature, even with quieter engine technologies. Taking off and landing over the water reduces the noise in the city. We are also looking at revitalizing the oldest part of the airport to create a commonality of services.

With regards to the Knik Bridge, I don't see that as having an adverse impact on us. It could open up other areas of commerce. But I don't see it as a springboard to replicate our current airport infrastructure over there for another 40 to 50 years. It would cost \$10 to \$12 billion to replicate our current infrastructure, and that's not counting roads and fuel lines. By the way, we anticipate pumping one billion gallons of fuel over the next year; we are importing fuel. That is a large amount of supporting infrastructure to replicate.

Bill Kontess: You played a key role with the Department of Defense's response to the Exxon Valdez oil spill in 1989. In your assessment, how far have agencies come in their emergency response capabilities from those days? What do you see as the challenges ahead?

Mort Plumb: I've personally been involved in crisis management for many years. In the military, I was in the Joint Staff (J-3) and did many briefing papers for how to do crisis management. We've made progress. The key to any crisis management is communications. The agencies are better off today. The lessons learned from what was right and what didn't go so well have been integrated. There have been great strides in spill response, and I believe we can make a more timely response to an event today than we did back then. The control and authority issues have been worked out. There's still room for improvement.

With regards to the airport, a spill, earthquake, or major aircraft mishap would impact. We coordinate and exercise with Anchorage first responders, the State Troopers, and the area hospitals. The challenge is always having the proper command and communication structure established ahead of time, and to exercise them.

Bill Kontess: The events of September 11th profoundly affected the nation's air transportation

system. How integrated are airport operations in the bigger scheme of providing homeland security?

Mort Plumb: I think we're very integrated. The airline industry has become the poster child for all travel modes. But I also think we need to have a reasonable approach to risk analysis and that trains, roads, and ports are not as advanced in supporting homeland security. It's a large, large challenge. Clearly there's been a disproportionate emphasis on the air side versus other modes.

Bill Kontess: What do you see as the next levels of evolution in airspace and transportation security in general and for operations at Ted Stevens International Airport in particular? How might those visions translate on the level of infrastructure?

Mort Plumb: Air space is getting more overcrowded. As operational needs increase, another runway and aprons might be required to offload and transfer cargo, as well as to enplane and deplane passengers.

Bill Kontess: Our university system offers graduate study programs that seem well suited to sustain airport operations, such as global supply chain management, project management, and environmental quality management. Discuss your vision for the interaction between undergraduate and graduate education and the growing need for professionals to support the airport. How important to you is it to attract and develop young Alaskan talent?

Mort Plumb: The education of a professional force is very, very important. There's a broader importance than just to the airport. As we grow Anchorage and the state economy, it requires attracting business, and they want a good, stable fiscal plan. They don't want to have large capital expenditures without a stable tax structure. Over and above that, they want a good quality of life and a sustainable, quality work force. And that's dependent on a good educational system. The quality of teachers and education is very important. The airport brings in young leaders and interns in our operations and engineering departments, and I would like to grow that even more. There's a great interaction between our graduate education programs and the airport. Dean Case is big on that aspect.

Bill Kontess: What, in your view, makes for a successful transition from military life?

Mort Plumb: When you come into a business take what you've learned from the military; discipline, planning, and respect—and use it as a tool. Use your years in the military and apply the lessons learned, but don't expect to replicate military operations, particularly in a public organization. As a member of the military, you were charged to defend the nation, and you might touch on some aspect of that in some public work, like at the airport. But, as a public servant, you're charged with looking out for what's in the best interest of the public, versus the narrow focus of business interests as they respond to their bottom line and shareholders.

Bill Kontess: What advice would you provide to our young uniformed engineering officers as they consider their military careers and leadership opportunities?

Mort Plumb: Let me say of the military in general, that I'm extremely impressed with the quality of our uniformed personnel, whether they're in the Army, Air Force, Navy, Marines, active duty or National Guard and reserve. For the military engineers, let me say again to use the things learned from your military experiences, particularly the discipline and planning aspects and apply them. But also be flexible to learn the new pieces that come with work outside the military, such as business development and contract relationships.

2007 PACIFIC/NORTHWEST REGION EDUCATION AND TRAINING CONFERENCE—VOLUNTEERS SOUGHT

The Society of American Military Engineers (SAME) 2007 Pacific/Northwest Region Education and Training Conference will take place at the Hilton Hotel in Anchorage, Alaska from 28 February through 2 March 2007. The theme of the conference is "Tropics to Tundra: Spanning the Pacific." The conference will provide thought-provoking guest speakers, interesting technical programs, an opportunity to network with participants, and several entertaining social events.

Planning for the conference is well underway and many subcommittees require additional volunteers to assist with making the event a world-class affair. Please contact co-chairs Bill Kontess or Pat Coullahan for additional conference information.

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