

4

SKES

SB

345

11

## FIRE FIGHTING PRODUCTIVITY COMPARISON

Fire 95 miles from Base, 13 miles from water

Designation	CL-215	PBY	C-119
Time required to Load, Start, Warm up, Taxi & Take-off (Min.)	10	10	12
Time: Base to fire (Min.)	32	42	29
Manoeuvring time for first drop (Min.)	3	3	5
Time: Start to first drop (Min.)	43	53	46
Round trip time: Fire to reload point	5	6.5	29
Loading time	1	1.5	10
Reload point to fire	5	6.5	29
Manoeuvring	1	1	5
Total (Min.)	12	15.5	73
Time: Start to 2nd drop	55	68.5	119
Number of drops made in 4 hours	18	13	3
Number of gallons dropped in 4 hours	25,918	12,502	7,205
Number of aircraft required to equal one CL-215's productivity	1	2	4
Hourly Operating Cost	\$1,022	\$450	\$500
Four Hours Operations	4,088	3,600	8,000
*Daily Guarantee	0	700	840
Total Costs for Operation	\$4,088	\$4,300	\$8,840

\*Daily Guarantee is standard contracting procedures with State-ownership would not be a cost for CL-215.

# MEMORANDUM

## State of Alaska

DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF TECHNICAL SERVICES

TO: Geoffrey Haynes  
Deputy Commissioner

DATE: February 29, 1980

FILE NO: 2530

TELEPHONE NO:

FROM: Claud M. Hoffman  
Director  
AND: Jim Anderson  
Natural & Physical Scientific Planner

SUBJECT: Information requested by Senate  
Resources Committee

This data is being supplied in response to the Senate Resources Committee request for information on cost, timing and products to be produced for the following tasks:

<u>Project Tasks</u>	<u>Associated Costs</u>
1) <u>Identification and Verification of gravel deposits in the following areas:</u>	
a) FY 80 Land Disposals,	\$ 150,000
b) FY 81 Land Disposals,	\$ 150,000
c) All lands in the Land Bank	\$ 500,000
d) Along Transportation corridors within above mapped areas	(Costs identical above)
2) <u>Development of Integrated Terrain Unit Mapping, as displayed to the committee for the FY 81 Disposal Program, to be completed in the following areas:</u>	
a) FY 80 Land Disposals mapped at 1 inch = 1 mile	\$ 300,000
b) All lands in the Land Bank, estimated 3 1/2 million acres, mapped at 1 inch = 1 mile	\$1,050,000
c) All State Lands, estimated 100 Million acres mapped at 1 inch = 4 miles	\$1,066,000
3) Establishment of a Land Disposal Information Center in each Department of Natural Resources District Land Office. A center where information developed for Land Disposal Areas (i.e. NASA photography, photo base maps, Integrated Terrain Unit Mapping products, reports, etc.) can be viewed by the general public to assist them in their selection of land.	\$ 231,000

We propose a Three Phase Program for the completion of the above tasks. The three phases are developed in parallel and each one interfaces to the other. However, each phase can be developed separately depending on the funding availability.

#### Detailed Discussion

The first phase of the program would be to utilize the Integrated Terrain Unit Mapping technique as shown the committee on February 27, 1980. The Terrain Unit Mapping process used to assess the FY 81 Land Disposal Areas involves the identification and mapping of geotectonically based landforms. Once these landforms are known, the suitability of each unit as a construction material source can be assessed. With a matrix and automation, production of a construction material (gravel) attribute map is then relatively simple. This level of reconnaissance information would then be field verified during the summer of 1980. The Landforms for FY 80 Land Disposal Areas would be interpreted, and verified in conjunction with the summer FY 81 Field Verification Program. Once all the information for the FY 80 and FY 81 Land Disposal Areas is collected it will be digitized utilizing the Integrated Terrain Unit Mapping technique for instant retrieval and manipulations. The first phase could start March 1, 1980, depending on availability of funds and be completed by January 1981. The total cost of the first phase is \$600,000 and includes positions for 3 people, the rest of the work would be contracted.

The second phase of the program would be a State Land Resources Inventory. This inventory program would utilize resources data that has already been collected, the NASA High Altitude Resource Photography and the Integrated Terrain Unit Mapping process to construct an automated resource inventory data file at a scale of 1:250,000. The resulting output from this program will identify land areas for:

- 1) Transportation corridors to disposal sites
- 2) Construction material sites (gravel)
- 3) Potential entry into land bank
- 4) Wetland investigation
- 5) Conflict areas that require detailed investigation and
- 6) Priority geologic, soil, etc. study areas.

This phase of the Program would begin on July 1, 1980 and be completed by April 1, 1981, and will be useful in establishing priority areas for FY 87 Land Disposals and future detailed data inventory work. This program would inventory 100,000,000 acres of State land and cost \$1,066,000 to complete. This would be a one time cost and includes positions for 2 people, the rest of the work would be contracted.

The third phase of the program would be the establishment of Land Disposal Information Centers within the Department of Natural Resources District Land Offices. These Centers would contain copies of all information available from the Integrated Terrain Unit Mapping programs on each

Land Disposal Area Project and include all NASA Photography, photo 1-2c maps, reports, etc. These Centers would be staffed by a Land Information Clerk and equipped with files, map racks, card indexes, microfilm readers, reproduction equipment (Blue line copier, existing copy machines in the District Offices etc.) and facilities to review and investigate the materials available. The primary objective of these Centers will be to assist the general public in obtaining information on the lands of their interest. This program could start 90 days from funding availability. The cost of this phase would be initially \$234,000 and \$120,000 a year thereafter for Staff and materials.

#### Summary

Hopefully, the above addresses all of the committee's requested information. This program will provide a basic foundation for the Land Disposal Program, allow for better management of State lands and display all available resources data and information to the general public. We appreciate the opportunity to respond to the above requests and will be prepared to discuss any or all of the phases in detail, at the committee's convenience.



## The fighting firemen of British Columbia

by CLIFF BARNETT

NO country recognises better than Canada the need for effective anti-incendiary action by aerial application—known more poetically as "water bombing". With literally hundreds of thousands of square miles of forest, Canada's human and wildlife, her environment and her investment are over vulnerable to fire.

Flying Firemen is based on Vancouver Island's Victoria International Airport in British Columbia, Canada's most westerly and wooded province. Their fleet of now middle-aged Catalina/PBY/Cansos are very active as water bombers in the constant fight to reduce fire hazard across the country. In contrast, only the Province of Quebec so far has bought home-grown Canadair CL-215s.

The eight Cansos and three pressurised Cessna 337 "Bird Dog" control aircraft (Flying Firemen's description, and not to be confused with Cessna L-19/0-1a) operate during the three high-fire-risk summer months as far away from base as the eastern limits of the Province of Ontario.

None of the eight aircraft is standard. Two are Super Cansos, powered by Wright R2600s and capable of carrying a 1,200gal water load; and the other six, with P&W R1830s, carry 400gal less. Some aircraft have Convair rounded vertical stabilisers, and some the straight-top Steward-Davis modifications. Some have the

3ft-longer spray-reducing Clipper Bow, while others still retain the waist gunners' Busters, and some have either toothpick or paddle propellers. But all have 4ft-mouth water scoops which can be extended some 15ft below the hull, just behind the step, and instant-opening water-drop doors on the ventral surface.

Each aircraft, crewed by two pilots, will fly some 200 revenue-earning



hours during the summer, and a utilisation of more than 140 water pickups in a day is not unusual. Refilling the water tanks calls for a slow approach over the stillest nearby water, then a 15sec scooping run at 60kt. Load drop will depend on terrain, wind and fire intensity and may be a two-door salvo or a one-door-at-a-time sting.

Reconnaissance and control are the responsibility of the 337 pilot and his

Forestry Service passenger, who is in radio contact with the Fire Master on the ground at the fire site. The choice of the Cessna was dictated by its centre-line twin-engine reliability; pressurisation, for Rockies operations; and for its eventual high resale value.

Despite being based in BC, Flying Firemen is not under contract to the provincial government and therefore spend most of the fire season in Manitoba or Alberta. Two semi-permanent bases are set up at high level in N Alberta some 4 miles north-west of Edmonton in the Footmer Lake Forest area; and at Slave Lake, roughly midway between high level and Edmonton. Flying Firemen and their Cansos are not the only operators on Vancouver Island. Private enterprises include the consortium of five forestry companies which operates six-engined Martin Mars south from Sproat Lake.

Pilot recruiting is no problem. Rich in coastline and lakes, BC abounds in experienced float-trained commercial bush pilots, both male and female and all keen to fly. Furthermore, the attraction of wealthy, rugged "Beautiful BC" is always a lure for pilots from the colder eastern and Prairie provinces.

If you have the experience and feel that water bombing is your thing, then go west, young man!

Top Canso in full flood as one of the fleet makes an intense water drop ahead of a fire sweeping through the pine forest. Below float-equipped Heli Coulters put their dual capability to good effect flying off British Columbian waterways. They provide general utility service in the area



SB - 345

1/31/80 - Called Tom Bergstrom to get backup info on supplemental appropriation  
Would get back to me ASAP

2/4/80 - Ray Settles came in to see me about the bill - Contact Division of Forest, Land, and Water Mgmt. @ 279-5577  
in Anchorage - needs 3-4 days notice  
and Ted Smith ~~2440~~ 2400 DNR

Roy Settle

2/4/80

\$21,427,106 Total Supp. Appropriation

Land Survey

BLM - Agreement w/ State expires in 81 why?

Going out of business Re: dredging. Since 1971

Never intended to be the ~~the~~ dredging Alaska -

*Noting*

*Ted Smith  
12-4 days note  
Anchor*

NATURAL RESOURCES APPROPRIATIONS  
SUPPLEMENTAL/SPECIAL CAPITAL REQUESTS

*Settler*

*279-5577 Division*

DEPARTMENT OF NATURAL RESOURCES

Cadastral Land Surveying \$6,903.1 GF

This project provides for survey of 100,000 acres of State land for disposal during FY 81. Appropriating these funds early in 1980 will allow adequate time to survey the land prior to disposal. Approximately \$209.5 will be used to survey State General Grant land subject to a U.S. Forest Service Special Use Permit and will be reimbursed by the transferee upon sale of the property.

Canadair CL-215 Purchased \$5,067.0 GF

The State currently has fire protection responsibility for approximately 29,000,000 acres of land, compared with 10 million in FY 78. Responsibility for additional acreage will be assumed with anticipated accelerated General Grant land transfers from the federal government over the next few years. Due to the remoteness of much of the recently assumed and to be assumed acreage, air support of fire operations is presently required and will become even more imperative in the future. The requested funds will purchase two CL-215 aircraft, which are specifically designed for firefighting operations.

Statewide Fire Warehousing \$854.0 GF

For the past four years, the Bureau of Land Management has allowed the State to draw on BLM's firefighting supplies inventory in case of need. This arrangement is to terminate in 1981 and the requested funds will allow the State to warehouse its own inventory of firefighting supplies such as firefighter packs, shovels, chain saws and pumps.

Fire Suppression Fund \$5,000.0 GF

The Fire Suppression fund was initially capitalized in 1978 for \$750.0. The acreage under State fire protection responsibility has approximately tripled since that time. The Fund is presently depleted due to the Delta fires of last summer, the cost of which approaches \$4,000.0. The requested funds would provide manpower, equipment and supplies on an as-needed basis for firefighting.

Firefighting Costs \$3,603.0 GF

This request would provide funds for firefighting costs which were incurred in the Delta and other fires in 1979 and a 1978 firefighting invoice from the Bureau of Land Management. Approximately \$400.0 is needed to provide for air operation contracts and pre-season training of fire suppression personnel in the spring and summer of 1980.

*X*

*3795  
11/30/79 Called Bob in finance - LHM  
11/24/80 YB Told me to call Tom Bergstrom - Director  
of Administration @ 2442*

DIVISION OF TECHNICAL SERVICES  
CADASTRAL SURVEY PROGRAM  
PROJECT SURVEY COST

PROJECT	REMOTE (R) SUB. DIV.(S)	TOTAL COST	COST OF MASTER PLAN PHASES I THRU IV	COST OF FINAL PHASES PHASES V, VI	Area (ACRES)	LOTS (SUBDIVISION) SITES (REMOTE)	CONTROL MONUMENTS SET	MILES RUN FOR CONTROL
10-42-1-300 GSC #150 Warehouse Mountain 10-42-9-007	R	\$80,000.00 Final	N/A	N/A	10,350 Gross 1,500 Disposal	300 (5 Acres) \$267.00/Site	36@ \$2,222.00 Per Monument	40.52
10-42-1-300 GSC #152 Windy Hills 0062-80-1-2	S	\$195,000.00	\$61,250.00	\$133,750.00	3,138 @ \$62.00 Per Acre	220(5 Acres) \$886.00 Lot		
10-42-1-300 GSC #153 Anderson 0034-80-1-1	S	\$499,740.00	\$7,500.00	\$492,240.00	6,662 @ \$75.00 Per Acre	988 Lots (2.5-10 AC) \$506.00/Lot		
10-42-9-006 GSC #154 N.E. Alaska Range 0003-80-1-2	R	\$20,400.00 Final	N/A	N/A	20,000 Gross 1,120 Disposal	28 (5 Acres) \$728.00/Site	16@ \$1,275.00 Per Monument	Auto Surv. & Triangulation
10-42-9-006 GSC #155 Bear Creek 0004-80-1-1	R	\$12,000.00 Final	N/A	N/A	13,000 Gross 500 Disposal	25 (5 Acres) \$480.00/Site	8 @ \$1,500.00 Per Monument	Auto Surveyor
10-42-1-300 GSC #156 June Creek 0022-80-1-2	S	\$171,150.00	\$60,200.00	\$110,950.00	5,225 @ \$33.00 Per Acre	303 (5 Acres) \$565.00 per lot		
10-42-1-300 Jack #0021-80-1-2 Greely #0015-80-1-2 GSC #157	S S	\$52,300.00	\$25,500.00	\$26,800.00	1,170 @\$45.00 Per Acre	208 (4.8 Acres) \$251.00/Lot		

PROJECT	REMOTE (R) SUB. DIV.(S)	TOTAL COST	COST OF MASTER PLAN PHASES I THRU IV	COST OF FINAL PHASES PHASES V, VI	Area (ACRES)	LOTS (SUBDIVISION) SITES (REMOTE)	CONTROL MONUMENTS SET	MILES RUN FOR CONTROL
10-42-9-006 GSC #158 Alexander Creek 0007-80-2-2	S	\$192,150.00	\$62,800.00	\$129,350.00	3,287 Acres @ \$58.00 Per Acre	213 (5 Acres) \$902.00/Lot		
10-42-9-006 GSC #159 Chase II 0060-80-2-3	S	\$409,500.00	\$127,625.00	\$281,875.00	4,369 Acres @ \$94.00 Per Acre	420 (5 Acre Lots) \$975.00/Lot		
10-42-9-006 GSC #160 Valdez 0057-80-2-3	S	\$89,300.00	\$44,100.00	\$45,200.00	597 Acres @ \$110.00 Per Acre	54 Lots @ \$1654.00/Lot		
10-42-9-006 GSC #161 McDougal-Chase I Yentna & Lake Creek	R	\$168,000.00 Final	N/A	N/A	200,000 Gross 27,400 Disposal	685 (5 Acres) \$247.00/Site	72 @ \$2,333.00 Per Mon. Plus Aerial Photo	Photo Pannel and Auto Surveyor
10-42-9-006 GSC #162 Tazlina 0053-80-2	S	\$314,700.00	\$25,000.00	\$289,700.00	1,999 Acres @ \$158.00 Per Acre	226 Lots @ \$1392.00 Each (4-5 Acres)		
10-42-9-006 GSC #163 Talkeetna 0051-80-2-2	S	\$379,800.00	N/A	N/A	2,756 Acres @ \$138.00 Per Acre	423 Lots @ \$898.00 Each (4.5-5 Acres)		
10-42-9-006, GSC 164 Slate Creek Rock Ck. #0042-80-1-1 R Panguin. #0036-80-1-2 S		\$102,950.00	N/A	N/A	520-Rock Ck 2,521-Pangu. \$31.00/Acre	Rock Creek 13 Sites (5 Acres) Panguingue 196 Lots (5 Acres)	16@ \$1203.00 Per Monument	3.98 @ \$1,884.00 Per Mile
10-42-9-006 GSC #165 Meadow Lakes 0031-80-2-3	S	\$100,000.00	\$3,500.00	90,538.00	677 Acres @ \$148.00 Per Acre	272 Lots @ \$368.00 Each		

PROJECT	REMOTE (R) SUB. DIV.(S)	TOTAL COST	COST OF MASTER PLAN PHASES I THRU IV	COST OF FINAL PHASES PHASES V, VI	Area (ACRES)	LOTS (SUBDIVISION) SITES (REMOTE)	CONTROL MONUMENTS SET	MILES RUN FOR CONTROL
10-42-9-006 GSC #166 Glennallen 0013-80-2-2	S	\$142,729.93	\$27,900.00	\$114,829.93	2,371 Acres @ 60.00 Per Acre	213 Lots @ \$670.00 Per Lot		
10-42-9-006 GSC #167 Willow Creek 060B-80-2-2	S	\$273,345.00	\$23,400.00	\$249,945.00	1533 Acres @ 178.00 Per Acre	251 Lots @ \$1,089.00 Each (5 Acres)		
10-42-1-300 GSC #168 Smallwood 0048-80-1-2	S	\$71,500.00	\$25,000.00	\$46,500.00	273 Acres @ 262.00 Per Acre	53 Lots @ \$1,349.00 Each (5 Acres)		
10-42-9-006 GSC #169 Haines 0017-80-3-2	S	\$108,150.00	\$22,308.00	\$85,842.00	273 Acres @ \$396.00 Per Acre	47 Lots @ \$2,301.00 Per Lot		
10-42-9-006 GSC #170 Gustavus 0016A-80-3-2	S	\$59,874.00	\$26,534.00	\$33,340.00	175 Acres @ \$342.00 Per Acre	38 Lots @ \$1,576.00 Per Lot		
10-42-9-006 GSC #171 Hewitt I 018A-80-2-1	R	\$18,000.00 Final	N/A	N/A	40,000 Gross 7500 Disp.	450 Sites @ 16 @ \$1,125.00 \$40.00 Each Per Monument (5 Acres)		
10-42-9-006 GSC #172 Hewitt II 018B-80-2-1	S	\$237,000.00	\$37,000.00	\$200,000.00	1,923 Acres @ \$123.00 Per Acre	222 Lots @ \$1,068.00 Each (5 Acres)		
10-42-1-300 Ravine Ck#0040-80-1-2S Yanert #0063-80-1-1 R GSC #173		\$62,300.00		CANCELLED		CANCELLED		

PROJECT	REMOTE (R) SUB. DIV. (S)	TOTAL COST	COST OF MASTER PLAN PHASES I THRU IV	COST OF FINAL PHASES PHASES V, VI	Area (ACRES)	LOTS (SUBDIVISION) SITES (REMOTE)	CONTROL MONUMENTS SET	MILES RUN FOR CONTROL
10-42-9-006 GSC #174 Alder Creek 0001-80-1-2	S	ACTUAL \$200,000.00 (Juneau Encumb \$201,650.00)	\$27,550.00	\$33,325.00	179 Acres	(5-10 Acres) 16 Lots	1	
10-42-9-006 GSC #175 Cher Ridge 0007-80-1-2	S	\$27,000.00	\$21,700.00	PHASES V & VI CANCEL.\$5,300 Boundary Surv.	241 Acres	1 Tract		
10-42-9-006 GSC #176 Circle II 0068-80-2-3	S	\$195,500.00	\$51,555.00	\$141,445.00	1,708 Acres @ \$114.00 Per Acres	181 Lots (4-5 Acres) \$1,080.00		
10-42-9-006 GSC #177 Chena South 0008-80-1-1	R	\$7,300.00 Final	N/A	N/A	9,000 Gross 1,660 Disposal	83 (5 Acres) @ \$88.00 Per Site	6 @ \$1,217.00 Per Monument	Radial In
10-42-9-006 GSC #178 Swan Lake 0050-80-2-2	S	\$370,136.00	\$75,183.00	\$294,953.00	4,422 Acres @ \$84.00 Per Acres	336 Lots @ \$1,102.00 Per Lot (4.5 Acres)		
10-42-9-006 GSC #179 Skagway 000X-80-3-2	S	\$22,100.00	\$10,600.00	\$11,500.00	48 Acres @ \$460.00 Per Acre	11 Lots @ \$2,009.00 Per Lot		
10-42-9-006 GSC # 70 Hollis 0019-80-3-2	S	\$313,112.00	\$47,960.00	\$265,152.00	999 Acres @ \$313.00 Per Acre	192 Lots \$1,631.00 Per Lot		
10-42-9-006 GSC #181 Homer 0020-80-2-1	R	\$10,160.00 Final	N/A	N/A	5,000 Gross 2,000 Disposal	225 (5 Acres) @ \$45.00 Per Site	5 @ \$2,032.00 Per Monument	Triangulation

PROJECT	REMOTE (R) SUB. DIV.(S)	TOTAL COST	COST OF MASTER PLAN PHASES I THRU IV	COST OF FINAL PHASES PHASES V, VI	Area (ACRES)	LOIS (SUBDIVISION) SITES (REMOTE)	CONTROL MONUMENTS SET	MILES RUN FOR CONTROL
10-42-9-006 GSC #182 Goldsteam 0014-80-1-3	S	\$87,160.00	\$32,380.00	\$55,380.00	680 Acres @ \$131.00 Per Acre	93 (4.5 Acres) \$944.00 Per Lot		
10-42-9-006 GSC #183 Petersburg 0038-80-3-2	S	\$60,000.00	N/A	N/A	598 Acres @\$100.00 Per Acre	44 @ \$1,364.00 Per Lot		
10-42-9-006 GSC #184 Lake Minchumina 0028-80-1-2	S	\$85,892.00	\$34,050.00	\$51,842.00	\$257.00 Per Acre 334 Acres	\$1,909.00 Per Lot 45 Lots (5 Acres)		
10-42-9-006 GSC 186 Warren & Tok Four Mile Hill	S	\$20,000.00	N/A	N/A	2,868 Acres @\$7.00 Per Acre		Paper Platted	
10-42-9-006 GSC # 187 Gustavus II 106B-80-3-2	S	\$20,000.00	N/A	N/A	553 Acres @ \$18.00 Per Acres	47 Lots @ \$213.00 Per Lot	Paper Platted	
10-42-9-006 GSC # 188 Tok 0055-80-1-2	S	\$73,500.00	\$18,210.00	\$55,290.00	293 @ \$251.00 Per Acre	104 @ \$707.00 Per Lot (1-2 Acres)		
10-42-9-006 GSC #189 Mud Bight 025A-80-3-2	S	\$108,105.00	\$20,655.00	\$87,450.00	266 @ \$406.00 Per Acre	117 Lots @ \$924.00 Per Lot		
10-42-9-006 GSC #190 Lowe River 0074-80-2-2	S	\$194,800.00	\$1,800.00	\$193,000.00	382 @ \$510.00 Per Acre	63 Lots @ \$3,092.00 Per Lot		

PROJECT	REMOTE (R) SUB. DIV.(S)	TOTAL COST	COST OF MASTER PLAN PHASES I THRU IV	COST OF FINAL PHASES PHASES V, VI	Area (ACRES)	LOTS (SUBDIVISION) SITES (REMOTE)	CONTROL MONUMENTS .ET	MILES RUN FOR CONTROL
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10-42-9-006 GSC #192 Two Rivers 0056-80-1-2	CAD	\$50,000.00	N/A	N/A	6,740 Gross @ \$7.00 Per Acre	Cadastral 51 (Cadastral) Survey \$980.00 Per Monument		
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10-42-9-006 GSC #193 Thorne Bay 0054-81-3-2	S	\$17,729.00	PHOTOGRAPHY	NOT YET CONTRACTED	1,000 Gross			
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TOTALS

Acct. Code #10-42-9-007	\$75,000.00
Acct. Code #10-42-1-300	\$1,056,990.00
Acct. Code #10-42-9-006	\$4,492,642.93
<b>TOTAL</b>	<b>\$5,624,632.93</b>

STATE OF ALASKA  
DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF TECHNICAL SERVICES  
FY80 SUBDIVISIONS FOR DISPOSAL

PROJECT	LADS	AREA				TOTAL	SOURCE/DATE	D.DATE
		LOTS	COMMON	ROADS	GRN BLT			
GSC-152								
Windy Hills	0062-80-1-2	1,090 AC	0	139 AC	1,909 AC	3,138 AC	Pre. 1/28/80	6/80
GSC-153								
Anderson	0003-80-1-1	4,679 AC	0	459 AC	1,524 AC	6,662 AC	3 Sub 1/31/80	6/80
GSC-156								
June Creek	0022-80-1-2	1,589 AC	0	157 AC	2,954 AC	4,700 AC	1 Sub. 1/2/80	6/80
GSC-157								
Jack	0021-80-1-2	464 AC	0	62 AC	13 AC	539 AC	1 Sub 12/24/79	6/80
Greely	0015-80-1-2	502 AC	0	74 AC	55 AC	631 AC	1 Sub 1/10/80	6/80
GSC-158								
Alexander Creek(B)	0002-80-2-2	766 AC	0	95 AC	1,827 AC	2,688 AC	2 Sub 2/20/80	6/80
Otter Lakes(B)		278 AC	7	28 AC	286 AC	599 AC	2 Sub 2/20/80	6/80
GSC-159								
Chase II (B)	006B-80-2-3	2,097 AC	1,031 AC	433 AC	808 AC	4,369 AC	3 Sub 2/11/80	6/80
GSC-160								
Valdez (B)	0057-80-2-3	246 AC	33 AC	37 AC	281 AC	597 AC	Fin.1/28/80	6/80
GSC-162								
Tazlina SW	0053-80-2-2	500 AC	30 AC	47 AC	137 AC	714 AC	Fin.12/19/79	6/80
Tazlina NW		388 AC	28 AC	54 AC	173 AC	643 AC	Fin. 1/10/80	6/80
Tazlina Hill		132 AC	0	73 AC	437 AC	642 AC	1 Sub 2/6/80	6/80

PROJECT	LADS NO.	LOTS	COMMON	ROADS	GRN BLT	TOTAL		
GSC-163								
Talkeetna	0051-80-2-2							
Tract A (B)		266 AC	121 AC	19 AC	25 AC	431 AC	4th Sub.2/5/80	6/80
Tract B (B)		300 AC	5 AC	21 AC	71 AC	397 AC	4rd Sub 2/5/80	6/80
Tract C (B)		283 AC	32 AC	25 AC	19 AC	359 AC	2nd Sub 1/17/80	6/80
Tract D (B)		1,105 AC	375 AC	89 AC	0	1 AC	2nd Sub 2/5/80	6/80
GSC-164								
Panguingue Creek	0036-80-1-2	1,167 AC	57 AC	136 AC	1,161 AC	2,521 AC	Fin.2/1/80	6/80
GSC-165 (Mc Dow Lk)								
Goldstreak(B)	0031-80-2-3	62 AC	1 AC	14 AC	0	77 AC	1 Sub 2/20/80	6/80
Greensward(B)		125 AC	53 AC	17 AC	45 AC	240 AC	4 Sub 2/19/80	6/80
Bruce Lake(B)		204 AC	82 AC	33 AC	41 AC	360 AC	Fin.2/20/80	6/80
GSC-166								
Glennallen Area I	0013-80-2-2	1,561 AC	0	0	0	1,561 AC	Fin.1./26/79	1/80
Glennallen Area II		685 AC	22 AC	47 AC	56 AC	810 AC	Fin 2/5/80	6/80
GSC-167								
Willow Creek I	060A-80-2-2	761 AC	0	65 AC	50 AC	876 AC	Fin.11/16/79	1/80
Willow Creek II	060B-80-2-2	571 AC	0	70 AC	16 AC	657 AC	M.P.1/22/80	6/80
GSC-169 (Heines)								
North Klehini (B)	0017-80-3-2	7 AC	0	0	0	7 AC	Fin. 1/11/80	6/80
South Klehini(B)		27 AC	0	2 AC	0	29 AC	Fin.1/11/80	6/80
Wells(B)		40 AC	0	3 AC	0	43 AC	Fin.1/16/80	6/80

PROJECT	LADS NO.	LOTS	COMMON	ROADS	GRN BLT	TOTAL	SOURCE/DATE	D.DATE
Mud Bay(B)		78 AC	0	0	0	78 AC	Fin.1/11/80	6/8
Mosquito Lakes I(B)		72 AC	0	2 AC	0	74 AC	Fin. 1/16/80	6/80
Mosquito Lakes II(B)		18 AC	1 AC	1 AC	0	20 AC	Fin. 1/16/80	6/80
Mosquito Lakes III(B)		22 AC	0	0	0	22 AC	Fin.1/16/80	6/80
GSC-170								
Gustavus I	0016A-0-3-2	145 AC	4 AC	26 AC	0	175 AC	Fin 2/6/80	6/80
Paper Plat		175 AC	0	0	0	175 AC	Pre.12/26/79	Fal/80
GSC-172								
Hewitt-Whiskey(B)	0018B-80-2-2	702 AC	113 AC	63 AC	353 AC	1,231 AC	Fin 2/13/80	6/80
Skwentna Station(B)		395 AC	0	18 AC	279 AC	692 AC	Fin.1/30/80	6/80
GSC-174								
Alder Creek(B)	0001-80-1-2	163 AC	0	16 AC	0	179 AC	2 Sub 2/11/80	6/80
GSC-175								
Chena Ridge (B)	0007-80-1-2	241 AC	0	0	0	241*	1 Sub 1/15/80	6/80
GSC-178								
Swan Lake Unit 2 (B)	0050-80-2-2	285 AC	83 AC	48 AC	324 AC	740 AC	Fin.2/20/80	6/80
Trapper Creek Glen (B)		1,112 AC	242 AC	197 AC	2,131 AC	3,682 AC	2 Sub 2/11/80	6/80
GSC-179								
Skagway	000x-80-3-2	36 AC	1 AC	11 AC	0	48 AC	Final 1/4/80	6/80
GSC-180 (Hollis)								
Harris River	0019-80-3-2	128 AC	47 AC	45 AC	0	220 AC	2 Sub 2/8/80	6/80
Clark Bay Peninsula		121 AC	7 AC	23 AC	37 AC	188 AC	2 Sub 2/8/80	6/80
Clark Bay Term.		52 AC	0	17 AC	63 AC	132 AC	2 Sub 2/8/80	6/80
Hollis Anch.		66 AC	0	20 AC	15 AC	101 AC	2 Sub 2/8/80	6/80

PROJECT	LADS NO.	LOTS	COMMON	ROADS	GRN BLT	TOTAL	SOURCE/DATE <sup>F</sup>	D.DATE
GSC-182								
Goldstream (B)	0014-80-1-3	407 AC	59 AC	72 AC	142 AC	680 AC	Fin.1/2/80	6/80
GSC-183								
Petersburg	0038-80-3-2	146 AC	0 AC	0	452 AC	598 AC	Fin.1/8/80	6/80
GSC-184								
Lake Minchumina	0028-80-1-2	210 AC	0	37 AC	87 AC	334 AC	1 Sub 1/31/80	6/80
GSC-186								
Warren	0058-80-1-2	320 AC	0	0	0	320 AC	Fin.12/4/79	1/80
Tok		1,981 AC	0	23 AC	0	2,004 AC	Fin.12/13/79	6/80
Buffalo	0005-80-1-2	33 AC	0	0	0	33 AC	Fin. 12/4/79	1/80
Four Mile Hill	0012-80-1-2							
79-274		71 AC	0	0	0	71 AC	1 Sub 2/11/80	6/80
80-6		120 AC	0	0	0	120 AC	1 Sub 1/28/80	6/80
80-7		320 AC	0	0	0	320 AC	1 Sub 1/28/80	6/80
GSC-187 (Gust.II)								
79-142	016B-80-3-2	40 AC	0	0	0	40 AC	Fin.11/28/79	1/80
79-150		80 AC	0	0	0	80 AC	Fin.11/28/79	1/80
79-151		160 AC	0	0	0	160 AC	Fin.11/28/79	1/80
79-152		120 AC	0	0	0	120 AC	Fin.11/28/79	1/80
79-153		153 AC	0	0	0	153 AC	Fin.11/28/79	1/80
GSC-188								
Parcel ASLS 79-197	0055-80-1-2	45 AC	0	0	0	45 AC	3 sub 2/6/80	6/80
Parcel ASLS 79-198		92 AC	0	0	0	92 AC	2 Sub 1/8/80	6/80
Parcel ASLS 79-199		110 AC	0	0	0	110 AC	3 Sub 2/6/80	6/80
Parcel ASLS 79-200		46 AC	0	0	0	46 AC	4th Sub 2/6/80	6/80

PROJECT	LADS NO.	AREA					TOTAL	SOURCE/DATE	D.LATE
		LOTS	COMMON	ROADS	GRN BLT				
GSL-189									
Mud Bight(B)	025A-80-3-2	69 AC	0	36 AC	161 AC	266 AC	2 Sub 2/8/80	6/80	
GSC-190									
Low River(B)	0074-80-2-2	149 AC	2 AC	17 AC	214 AC	382 AC	Pre.12/11/79	6/80	
TOTAL		28,552 AC	2,436 AC	2,908 AC	16,293 AC	50,189 AC			
* One Parcel									

## FY80 SUBDIVISIONS FOR DISPOSAL IN FY 81

GSC-156									
Lake Killarney(B)	0027-80-1-2	?	?	?	?	525 AC		/81	
GSC-176									
Circle II**	0068-80-2-3	876 AC	226 AC	118 AC	488 AC	1,708 AC	2 Sub.1/14/80	/81	
GSC-168									
Smallwood(B)	0048-80-1-2	249 AC	0	24 AC	0	273 AC	Rev.Pre.1/21/80	/81	
GSC-180									
Cat Island	0019-80-32	174 AC	0	37 AC	147 AC	358 AC	2 Sub 2/8/80	/81	
GSC-193									
Thorne Bay	0054-81-3-2	?	0	?	?	<u>1,000 AC</u>		/81	
TOTAL		1,299 AC	226 AC	179 AC	635 AC	3,864 AC			

\*\*To Be Sold At Auction ? Unknown At This Time

(B) Indicates located within a municipality, city or borough

CADASTRAL

PROJECT	LADS NO.	GROSS ACR.	DIS. ACR.	NUM OF SITES	DISPOSAL DATE
GSC-192					
Two Rivers (B)	0056-80-1-2		6740 AC		1 Sub 12/26/79 6/80

FY80 REMOTE SITES FOR DISPOSAL IN FY80

PROJECT	LADS NO.	GROSS ACR.	DIS. ACR.	NUM OF SITES	DISPOSAL DATE
GSC-154					
N.E. AK Range	0034-80-1-1	20,000 AC	1120 AC	56	1/80
GSC-155					
Bear Creek	0004-80-1-1	13,000 AC	500 AC	25	1/80
GSC-161					
Yentna(B)	0064-80-2-1	20,000 AC	4000 AC	100	6/80
McDougal(B)	0030-80-2-1	20,000 AC	4000 AC	100	1/80
Lake Creek(B)	0026-80-2-1	68,000 AC	12,000 AC	300	1/80
Chase I(B)	006A-80-2-1	92,000 AC	7400 AC	185	6/80
GSC-164					
Rock Creek	0042-80-1-1	12,000 AC	520 AC	13	1/80
GSC-171					
Hewitt I(B)	018A-80-2-1	40,000 AC	7500 AC	450	1/80
GSC-177					
Chena South(B)	0008-80-1-1	9,000 AC	1660 AC	83	1/80
GSC-181					
Homer(P)	0020-80-2-1	<u>5,000 AC</u>	<u>2,000 AC</u>	<u>225</u>	1/80
TOTAL		299,000 AC	40,700 AC	1537	

FY80 AGRICULTURAL FOR DISPOSAL IN FY80

GSC-161					
Chase(B)	006C-P0-2-2	?	4000 AC	?	6/80
GSC-167					
Willow Cr Sec. 16		<u>640 AC</u>	<u>618 AC</u>	3	6/80
TOTAL			4,618 AC		

## DEPARTMENT OF NATURAL RESOURCES

## DIVISION OF TECHNICAL SERVICES

## PREVIOUSLY SURVEYED ACREAGE FOR DISPOSAL IN FY80

PROJECT	LADS NO.	DISPOSAL ACREAGE	TYPE OF DISPOSAL	DISPOSAL DATE
Six Creeks	0047-80-1-2	645 AC	Agricultural	1/80
Warren		740 AC	Agricultural	1/80
Bartlett Hills (B)		8,172 AC	Agricultural	1/80
Buffalo		1,157 AC	Agricultural	1/80
Two Rivers (B)		5000 AC	Agricultural	1/80
Gustavus		<u>540 AC</u>	Agricultural	1/80
Total Agricultural		16,254 AC		
Windy Creek	0061-80-1-1	1,120 AC	Remote	1/80
Two Rivers (B)		<u>19,740 AC</u>	Remote	6/80
Total Remote		20,860 AC		
Circle		92 AC	Subdivision Lottery	1/80
Tok		150 AC	Subdivision Lottery	1/80, 6/80
Montana Ck. (B)		40 AC	Subdivision Lottery Paper Plat	1/80
Glennallen		979 AC	Subdivision Lottery	1/80
Anderson		<u>1,918 AC</u>	Subdivison Lottery	1/80, 6/80
Total Subdiv. Lottery		3,179 AC		
Delta Homesites		189 AC	Homesite	1/80
Glennallen		<u>22 AC</u>	Homesite	1/80
Total Homesites		211 AC		

## SUMMARY, ACREAGE AVAILABLE FOR DISPOSAL

	<u>FY79</u>	<u>FY80</u>	<u>FY81</u>
Open to Entry (Warehouse Mt.)	1,500 AC		
Total Acreage, Subdivision Lots		***31,731 AC	1,299 AC
Total Acreage, Remote		61,560 AC	
Total Acreage, Agricultural		20,872 AC	
Total Acreage Previously Surveyed Homesites		211 AC	
Total Acreage, Common Tracts		2,436 AC	
Total Acreage, Cadastral		6,740 AC	
<b>TOTAL</b>	<u>1,500 AC</u>	<u>123,550 AC</u>	<u>1,299 AC</u>

\*\*\*The total should be larger; at this time it does not reflect common areas to be included in the disposal  
 (B) Indicates located within a municipality of borough

## TOTAL "B" FY80

Subdivision	9,559 AC
Remote	58,300 AC
Agricultural	<u>17,172 AC</u>
<b>TOTAL</b>	85,031 AC

**\*\*PLEASE NOTE\*\***

THE ORIGINAL FILE CONTAINS AN OVERSIZED DOCUMENT THAT IS UNSUITABLE FOR FILMING. PLEASE REFER TO THE ALASKA STATE ARCHIVES TO VIEW THE ORIGINAL.

DESCRIPTION: MAP (SEE XEROXED INFO BELOW)

STATE OF ALASKA  
DEPARTMENT OF NATURAL RESOURCES  
DIVISION OF TECHNICAL SERVICES  
FY '80 & '81 LAND DISPOSAL  
PROJECT LOCATIONS

O FY 80    ▲ FY 81    △ PROPOSED FY 81

**LEGEND**

————— Solid line indicates Senatorial Districts (letters)  
- - - - - Dashed line indicates House Districts within Senatorial Districts (numbers)

**STATE OF ALASKA  
ELECTION DISTRICTS**

HOUSE DISTRICTS	SENATORIAL DISTRICTS	
1	A	Ketchikan - Prince of Wales
2,3	B	Wenatchee - Petersburg - Sitka
4	C	Juneau - Lynn Canal
5,6	D	Cordova - Valdez - Seward - Palmer
7	E	Anchorage Northwest
8	F	Anchorage Northeast
9	G	Anchorage Seward
10	H	Anchorage East
11	I	Anchorage South
12	J	Anchorage West
13	K	Ketchikan - Cook Inlet
14,15	L	Kodiak - Aleutian Chain
16,17	M	Bristol Bay - Bethel
18,19	N	Wade Hampton - Yukon - Tenena
20	O	Fairbanks
21,22	P	Barrow - Kotzebue - Nome

AS DETERMINED BY STATE SUPREME COURT DECISION ON APR 28, 1974

**\*\*PLEASE NOTE\*\***

THE ORIGINAL FILE CONTAINS AN OVERSIZED DOCUMENT THAT IS UNSUITABLE FOR FILMING. PLEASE REFER TO THE ALASKA STATE ARCHIVES TO VIEW THE ORIGINAL.

DESCRIPTION: GRAPH (LADS NO 0000-81-1-2)

STATE OF ALASKA

DEPARTMENT OF NATURAL RESOURCES

DIVISION OF TECHNICAL SERVICES

"LANDS INVESTIGATION AND IDENTIFICATION FOR FY 81 LAND DISPOSAL"

**\*\*PLEASE NOTE\*\***

THE ORIGINAL FILE CONTAINS AN OVERSIZED DOCUMENT THAT IS UNSUITABLE FOR FILMING. PLEASE REFER TO THE ALASKA STATE ARCHIVES TO VIEW THE ORIGINAL.

DESCRIPTION: GRAPH

DIVISION OF TECHNICAL SERVICES

PRELIMINARY SCHEDULE FOR 1980 SURVEY PROGRAM

Meeting - Waterbomber 1:30 PM, Rm 121

Bill & Halford

Bob Schlaefly  
Richard Rue  
Rick Halford  
Wally Miller  
Jim Wilson  
Ted Smith  
Ken Ward  
Kont Loken

---

Reference of spare parts

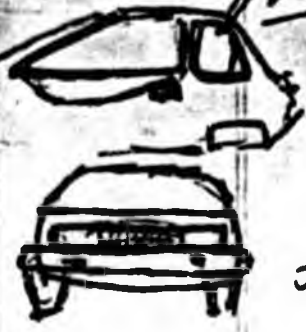
Ward Air -  
Jim Wilson  
Sig Larson

Ted Smith spoke re: Advantage of CC 215 -  
State doesn't care if it owns the plane  
yet they're OK on lease - feels this is the  
best plane for the money.  
Operation would be the National Guard <sup>State buys it</sup>

Richard Rue: Flynn, Fireman Inc. spike  
against the plane.

10 yrs. ago - \$860,000 initial price -  
inherent problems - control problems  
when sweeping up water, particularly in  
15 mph. crosswind - French found out  
disasterously -

Totally Underbilled - especially on unimproved  
~~surface~~ surface - problems can be overcome  
CASA - <sup>Pratt & Whitney</sup> engine - out of production for 30 years  
\$65,000 for 900 hours of operation - 70 yr.  
Guarantee on parts is up



Sig  
Larson  
Candidate  
Rep.

DNR  
Roy  
Sittler

Private operators w/ Ted Smith - 3/11/80 (Mtg.)

Wing & step repair want for 1.5 million  
L.O.T of down time - in Canadian experience  
\$43,000 for 1st inspection - Manitoba bought  
them too. Outside of Quebec govt. - Manitoba  
only bought one -

French govt. says it costs them \$8000 per hour  
to operate -

Quebec is now ~~is~~ going with the PB4's

Mr. Rue said he could deliver 7 PB4's  
for 2.5 million

Also sees potential problems w/ Air National Guard  
piloting the planes As he said "God help  
them"

Bob Scitelli - Seattle PB4 operator -  
has operated air service for 20 years. ic.  
never has dealt w/ selling planes to govt.  
CL215 could have directly operating in many of  
the forest areas -

Look into some kind of working agreement w/ DLRM  
to cover phase III of state protection

Cost Comparison - 700 day 450 per hour Arch  
500 do 450 per hour Fairbanks  
State provides fuel - go to 1050 - 1200 per day  
450

2/11/80 WHG.

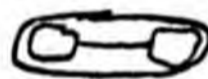
Costs

90-100,000 per plane per year  
130,000 for a 90-day season.

Accident History per Sig Larson  
Lost 3 planes in France  
1 in Spain  
1 in Greece -  
Quebec has not lost any.

Mr. Rude - in 12 years w/ PB95 has  
lost (1) they believe pilot had a heart attack

Super PB4 120% - of the CL215



Scoop water, drop jumpers, haul cargo.

Follow-up on assumption that both types  
of planes are in public service are they  
comparable? ie: Mr. Rude and Mr. Larson -

Ray Settles doesn't care in terms of which plane  
is being used

4300 built - since inception  
Halifax. Situation of what will happen 10 years  
down the road, will PB4s still be available  
65 CL215s have been built.

Rude has 7 available

Schelly - has 1 Standard PB4 1 Super PB4.

20,000 hours of proven capability  
have had no structural problems.

CL215 7-8 different customers. All have come  
back for more. Can scoop in areas where  
PB4 can't go.

2 PDY's = 1 CL215

Per Bill

Put 600,000 into ~~budget~~ budget and see where the dept takes it.

Need for some kind of coordinator with aircraft expertise

Federal Law prohibits Canadian from operating ~~in~~ in Alaska under Canadian Registry for more than 2 years

Give them a multi-year contract - to show good faith to private sector.

\$5,000,000 appropriation put into DNR - use interest earnings to cover firefighting costs

Setting aside Permanent Fund monies to protect a resource - Also that DNR does not have to come back each year and fight for the appropriation.

ASAP.

**Akland** Helicopters, Inc.

Box 302

Talkeetna, Alaska 99676

An Equal Opportunity Employer

(907) 733-2222

February 12, 1980

Senator Bill Sumner, Chairman  
Resources Committee  
Alaska State Senate  
Pouch "V"  
State Capitol Building  
Juneau, AK 99811

Dear Senator Sumner,

I'm writing to you today in reference to Senate Bill No. 345, specifically Section 3 of the bill, which would appropriate \$5,067,000.00 for the purpose of purchasing two Canadian CL-215 aircraft for the Department of Natural Resources. As an Alaskan citizen and member of the Alaskan business community, I am opposed to the state entering into business in direct competition with industry. The seasonal nature of the Department of Natural Resource's air logistical requirements alone dictates lease or contract services in lieu of user ownership.

What action has been taken to fund the operation of these aircraft? I believe, upon investigation, you will agree the best course of action in this matter is for the state to continue their practice of relying on the proven ability of industry to provide the state with aircraft services. I urge you and the Resources Committee to disallow Section 3 of Senate Bill No. 345.

Sincerely,



Dennis Brown  
President

DB:sm

July 14, 1980

Mr. Jens Zehbe  
Senate Resources Committee  
943 West 6th Street  
Anchorage, Alaska 99501

Dear Mr. Zehbe:

Enclosed herein are the papers from the Senate Resources Committee file on SB 345. I made copies of some of the basic information for our files here. However, I would like all contents back when the committee has finished using them.

I have also enclosed <sup>copies</sup> of meeting minutes for 2/27/80 and 3/3/80. The 2/27/80 tape (which we designated #6) was not received by the library. However, we are having the 3/3/80 tape (#8) duplicated; it will be mailed to you as soon as possible.

Further, no magcards nor rolodex appeared in the boxes we have here. I did ask the L.A.A. supply office to check their storage area. Unfortunately they have found nothing so far, but will continue to search. (Also, many of the storage boxes are inaccessible.)

Please let us know if we can be of further assistance.

Sincerely yours,

*Kathryn H. Shelton*  
Kathryn H. Shelton  
Librarian  
Legislative Reference Library

Enclosures



DURING SESSION:  
POUCH V  
JUNEAU, ALASKA 99811  
(907) 485-3781

OUT OF SESSION:  
1018 WEST 8TH AVENUE  
SUITE 418  
ANCHORAGE, ALASKA 99501  
(907) 278-4841

BILL SUMNER  
**Alaska State Senator**

DISTRICT 7-E  
February 23, 1980

COMMITTEES:  
RESOURCES  
CHAIRMAN  
FINANCE  
RULES  
COMMITTEE ON COMMITTEES  
JOINT INTERIM COMMITTEE  
ON GAS PIPELINE FINANCING

Dennis Brown, President  
Akland Helicopters  
Box 302  
Talkeetna, Alaska 99676

Dear Mr. Brown:

I appreciate your sharing with me your concern with the Department of Natural Resources' request for \$5 million to purchase two Canadian CL-215 aircraft. Believe me I was just as surprised as you when I saw the re.

The bill has been referred to Senate Resources which I chair and probably in the next few weeks the committee will take it up for consideration. I believe the department should contract with the private sector for this service -- in fact, repeatedly I've come out against the state competing with private industry. This is certainly a good example of their efforts and be assured I'll work to have those funds deleted from the bill.

Again, thanks for writing and I'm pleased we agree on their not needing the funds. I hope you'll continue to stay in touch on other matters of concern to you.

Sincerely,

BILL SUMNER  
Senator

BS/cf

P.S. I'll also let you know what happens to the bill.

UNITED STATES DEPARTMENT OF AGRICULTURE  
FOREST SERVICE  
State and Private Forestry  
2221 E. Northern Lights Blvd., Suite 107  
Anchorage, Alaska 99504

5100  
October 11, 1979

Ray Settles, Assistant State Forester  
Division of Forest, Land and Water Management  
State Foresters Office  
323 East 4th Ave.  
Anchorage, Alaska 99501



Dear Mr. Settles:

Your call last week requesting me to prepare a cost analysis of the CL-215 caught me off guard. I had to make a rather hasty search for basic information from numerous sources within and outside Alaska. These are not included with this report as they only duplicate the information already contained in your "CL-215 EVALUATION".

I saw no reason to duplicate your cost analysis as it appeared to be accurate and well done. Instead, I concentrated on information that the manager must consider in his decision making process. I would hope that a timely decision will be made soon to purchase several of the aircraft if the State of Alaska is committing itself to protecting its lands. I know of no alternative. The idea of purchasing the CL-215 is a creative and cost-effective solution to long-term air attack needs on most state protected lands.

Unfortunately, many decisions of this nature are based on short-term political expediency without an in depth understanding of need and cost-effectiveness. I have witnessed many times when managers have cut costs by cutting out the training needed to make use of manpower and equipment more cost-effective in fire fighting. I often wonder if they ever realized the dollars it was costing to save pennies.

You will note that I have been candid in my analysis. I disagree with your depreciation period of 15 years. I feel 30 years could reasonably be expected with a reduction in the hourly cost. My investigation indicates that fuel consumption is around 200 gallons per hour during scooping and dropping operations resulting in an average use of 180 gallons per hour for tactical missions. All in all, the costs you project are probably a little higher than can be expected. At least it indicates that you have not tried to keep projected costs low to justify the purchase.

Sincerely,

AL ROBERTS  
Assistant Regional Fire Mgt.  
Specialist

## COST EFFECTIVENESS OF THE CL-215 AIRCRAFT

There is a continuing need in Alaska for initial attack aircraft with the capability of scooping water from lakes or seas and dropping it on wildfires to support ground forces. The only air tankers currently available to fulfill this need are the PBY and CL-125. The PBY is nearing the end of a long and useful life and has not been produced since the 1940's. The CL-215 is currently in production and was designed for vesatility whereas the PBY was designed for military use and converted to air tankers. There is no reason to assume that the CL-215 will not have a life expectancy of 30+ years also.

The cost of the PBY's under contract is relatively cheap because the aircraft was depreciated long ago, and it was purchased cheaply as military surplus. When the PBY's are no longer available, air tanker contractors will have to purchase the CL-215 if they are to meet the same demand. We can anticipate that contract rates for the CL-215 will be more than double the current rates for the PBY. This will place the annual availability guarantee rate in the \$120,000 to \$150,000 range based on the current value of the dollar.

The availability guarantee rate may be much higher if actual use drops off. Contractors tend to bid lower guaranteed availability rates when there is likely to be a lot of paid flying time. In most cases, the availability guarantee rates is the rate paid to have the aircraft and pilots available for the fire season. The flight time for missions is a charge over and above the availability guarantee.

If the State of Alaska were to purchase the CL-215 at this time, operating costs would probably exceed contract costs for the PBY for the next 3 to 5 years. After that time, the CL-215 would be more cost-effective for the rest of its life expectancy. In the long-term, taxpayers would be saved thousands of dollars in aircraft costs and millions of dollars in values saved.

Since costs per hour to operate an aircraft includes depreciation, any added use of the CL-215 for missions other than fire (air rescue, cargo hauling, passenger hauling, etc.) will reduce the "per hour" operating cost. The PBY cannot haul cargo, personnel and/or smokejumpers as can the CL-215. This is important to remember as the cost to service a fire is much cheaper if personnel and cargo don't have to be transported to the fire in additional aircraft.

There is an excellent opportunity to reduce costs to the State of Alaska by sharing the cost of the CL-215 with the B.L.M. or other federal agencies thru a "Cooperative Agreement". One disadvantage to this type of arrangement is that the aircraft may be committed to another mission when it is needed to attack a State fire.

There is an existing system that can be installed aboard the CL-215 to meter "water extenders" into scooped loads to retard evaporation. This system is not a necessity but it does allow the aircraft to drop retardant for an extended period without returning to a retardant base after each drop if retardant is needed.

The CL-215 was designed for quick initial attack - the "stitch-in-time-that-saves-nine". Its effectiveness was demonstrated in 1978 and 1979. From personal experience, I'm sure that the high quality white spruce stands between the Gerstle and Tanana Rivers, with a value in excess of \$10,000,000, would have been lost in the Delta Barley Fire had the CL-215 not been available. This one incident saved enough value to warrant purchase of the CL-215. It's just a matter of time until a potentially disastrous fire starts in the urban-wildland interface (such as Big Lake, Nancy Lake, Eagle River, East Anchorage, Kenai, etc.) that could be held off if the CL-215 were available. When the fire does occur and destroys several million dollars in developments for lack of effective air attack, who is going to accept the responsibility?

I have reviewed the cost analysis prepared by Ray Settles on August 6, 1979. The analysis of cost is well prepared, but I suspect a little high. The depreciation would be somewhat lower if it were based on 30 years rather than 15 years. Fuel consumption will probably average around 180 gallons per hour, but this would make very little difference in cost. I see no benefit in preparing another analysis of cost.

I strongly urge that the State of Alaska make a decision soon on what its role is going to be in protecting state and private lands from fire. The rapid transfer of land to the State of Alaska and subsequent release of 100,000 acres per year to the private sector makes a quick decision necessary. Fire incidence and value of improvements is going to increase rapidly; demanding more efficient and effective fire protection. It is more cost-effective to anticipate and prepare rather than wait until enormous values and resources are already lost. The value to fire protection should be measured in values saved. Air attack capability is but one facet of a total need.

*Al Roberts*

AL. ROBERTS  
Ass't. Fire Management Specialist  
U.S.D.A. - Forest Service, Region 10

#### BASIC ASSUMPTIONS

- 1.) By 1983, the State of Alaska will have 103 million acres for which fire protection will be needed and the responsibility will be accepted by the State.
- 2.) The public will not accept a "no protection" attitude from their elected officials.
- 3.) The public will successfully sue in court to recover damages from the State for losses to wildland fire (as they have done in other states).
- 4.) The State of Alaska will respond with necessary funds to support a cost-effective fire protection program commensurate with growing responsibility.

#### FACTS

- 1.) Air Attack is an accepted cost-effective tool for fire fighting and has been employed for many years.
- 2.) Fire protection contracted to other agencies is not free and may not necessarily be cost effective.
- 3.) It is only a matter of time until the State will have responsibility to protect 44 million acres of native lands from wildland fire.
- 4.) The State of Alaska does not have the equipment, personnel and training to meet anticipated fire protection responsibilities as lands are transferred.
- 5.) The State of Alaska must be prepared to prove "reasonable" levels of fire protection to protect itself from paying the cost of losses in civil suits. (Insurance companies hire good lawyers.)

# Alaska State Legislature



HOME ADDRESS  
1136 SUNSET DRIVE  
FAIRBANKS, ALASKA 99701  
HOME PHONE: 456-4610

WHILE IN JUNEAU  
POUCH V  
JUNEAU, ALASKA 99811  
HOME PHONE 586-3993  
OFFICE PHONE 463-3788

SENATOR  
GLENN HACKNEY  
REPRESENTING  
SENATE DISTRICT 0  
"ALASKA'S GOLDEN HEART"

COMMITTEES:  
FINANCE  
HEALTH, EDUCATION & SOCIAL SERVICES  
CHAIRMAN

## State Senate

### MEMORANDUM

TO: Senator Bill Sumner, Chairman  
Senate Resources Committee

FROM: Senator Glenn Hackney *Glenn Hackney*

SUBJECT: SB 345

DATE: February 25, 1980

Attached is a copy of a letter from a constituent of mine in Fairbanks that concerns SB 345, a bill presently in your committee. Mr. Bursiel's comments are interesting and may be worth exploring further when this bill comes up for consideration in the Resources Committee.

February 25, 1980

Robert P. Bursiel, President  
Wright Air Service, Inc.  
P.O. Box 60142  
Fairbanks, Alaska 99706

Dear Mr. Bursiel,

Just a note to tell you I have passed along a copy of your letter regarding the Canadair aircraft to the Resources Committee. That is the first committee of referral for SB 345, the supplemental proposing to purchase those two aircraft.

We'll see what happens in the Resources Committee and I will let you know. There are several more shots at this appropriation, including one in the Senate Finance Committee of which I am a member. I'm sure there will be some searching questions asked about this proposed purchase.

Sincerely,



Glenn Hackney  
State Senator

cc: Senator Bil Sumner, Chairman  
Senate Resources Committee



BILL SUMNER

Alaska State Senator

DISTRICT 7-E

February 26, 1980

DURING SESSION:  
POUCH V  
JUNEAU, ALASKA 99811  
(907) 465-3781

OUT OF SESSION:  
1010 WEST 6TH AVENUE  
SUITE 410  
ANCHORAGE, ALASKA 99501  
(907) 372-4841

COMMITTEES:  
RESOURCES  
CHAIRMAN  
FINANCE  
RULES  
COMMITTEE ON COMMITTEES  
JOINT INTERIM COMMITTEE  
ON GAS PIPELINE FINANCING

Robert F. Bursiel  
Wright Air Service, Inc.  
P.O. Box 60142  
Fairbanks, AK 99706

Dear Mr. Bursiel:

Attached is the reply from Tom Bergstrom at the Department of Natural Resources regarding your inquiry about the Canadair CL 215's. We will be hearing this bill tomorrow before the Resources Committee and I plan on giving each member a copy of your letter as well as others we have received. In addition, I have scheduled several witnesses from the Alaska Air Carriers Association to address the matter.

I will keep you informed of any future developments.

Sincerely,

Bill Sumner  
Senator

BS/jz

# Wright Air Service, Inc.

Post Office Box 60142 • Fairbanks, Alaska 99706  
Phone: 456-5502 or 452-7918

February 05, 1980

Senator Bill Sumner  
Alaska State Senate  
Pouch V  
State Capitol Building  
Juneau, Alaska 99811

Dear Senator Sumner:

I understand that a supplemental appropriations bill has been introduced which would authorize the Department of Natural Resources to purchase two Canadair C-215 water bombers at a cost of more than \$5 million.

It is my belief that the State of Alaska could obtain much better aerial fire suppression capabilities by putting bomber contracts out for bid to private industry rather than spending millions on state-owned aircraft that will be sitting idle for nine months out of every year. The \$5 million cost of the two aircraft seems completely ridiculous, particularly since it would only be the tip of the iceberg--it would still be necessary to pay pilots, ground crew, and administrative personnel all at additional cost.

A PBY amphibious water bomber on a 90 day contract would cost in the neighborhood of \$700/day and \$600/flying hour--this would include the pilots and the maintenance, everything except for the fuel. Assuming the aircraft flies 200 hours in a very busy season, the cost to the state would be \$63,000 for daily availability for 90 days plus \$120,000 for 200 hours of flying, or a total of \$183,000 for the year for the plane complete with a full crew to operate it. By dividing this cost into the \$5 million purchase price of the two Canadair aircraft, it can be determined that two PBY's could be operated for 13 years. An additional consideration is that should the aircraft be destroyed or damaged during the performance of the admittedly hazardous duties, the state would not have to pay for it--it would be the responsibilities of the contractor and his insurance company.

The state is wasting money and enlarging the bureaucracy by trying to operate it's own air force. Last summer I observed that the state was using it's own Beaver aircraft for fire detection patrols. I cannot imagine a worse choice for this mission. Not only is the Beaver painfully slow, it costs more just to operate it than it does to charter many models of single engine aircraft that are much faster. I only mention this example to emphasize my point that the state should leave the flying to those who can do it best and most economically.

Sincerely,



Robert P. Bursiel  
President



**SOUTHEAST ALASKA AIRLINES**

February 20, 1980

Senator Bill Sumner  
Alaska State Senate  
Pouch "V"  
State Capitol Building  
Juneau, Alaska 99811

Dear Senator,

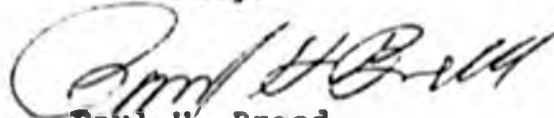
Senate bill 345 has a real sleeper in it that is bad.

"Sec. 3 the sum of \$5,067,000-for purchase of two  
canadian CL-215's" aircraft.

That's really the down payment on a STATE AIR FORCE.  
It will take many more millions forever to train crews and  
maintain aircraft of that size. Then they will need a hanger,  
then more office space, then a larger base then, more planes  
to justify the hanger expense ect. ect. It will grow like  
a cancer. We don't need it. Rely on the existing aviation  
businesses in the state and at the same time you will be  
helping support a vital transportation system throughout  
the state and aiding a sagging economy.

With twenty years experience as a military pilot and base  
commander I know what size monster you are growing if you  
purchase those planes. Please don't.

Sincerely,



Paul H. Breed  
President

PB/cla

**Akland** Helicopters, Inc.

Box 302  
Talkeetna, Alaska 99676  
An Equal Opportunity Employer

(907) 733-2222

February 12, 1980

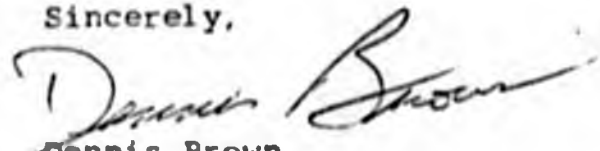
Senator Bill Sumner, Chairman  
Resources Committee  
Alaska State Senate  
Pouch "V"  
State Capitol Building  
Juneau, AK 99811

Dear Senator Sumner,

I'm writing to you today in reference to Senate Bill No. 345, specifically Section 3 of the bill, which would appropriate \$5,067,000.00 for the purpose of purchasing two Canadian CL-215 aircraft for the Department of Natural Resources. As an Alaskan citizen and member of the Alaskan business community, I am opposed to the state entering into business in direct competition with industry. The seasonal nature of the Department of Natural Resource's air logistical requirements alone dictates lease or contract services in lieu of user ownership.

What action has been taken to fund the operation of these aircraft? I believe, upon investigation, you will agree the best course of action in this matter is for the state to continue their practice of relying on the proven ability of industry to provide the state with aircraft services. I urge you and the Resources Committee to disallow Section 3 of Senate Bill No. 345.

Sincerely,



Dennis Brown  
President

DB:sm

# Wright Air Service, Inc.

Post Office Box 60142 • Fairbanks, Alaska 99706  
Phone: 456-5502 or 452-7918

February 05, 1980

FEB 20 9 16 AM

Senator Bill Sumner  
Alaska State Senate  
Pouch V  
State Capitol Building  
Juneau, Alaska 99811

Dear Senator Sumner:

I understand that a supplemental appropriations bill has been introduced which would authorize the Department of Natural Resources to purchase two Canadair CL-215 water bombers at a cost of more than \$5 million.

It is my belief that the State of Alaska could obtain much better aerial fire suppression capabilities by putting bomber contracts out for bid to private industry rather than spending millions on state-owned aircraft that will be sitting idle for nine months out of every year. The \$5 million cost of the two aircraft seems completely ridiculous, particularly since it would only be the tip of the iceberg--it would still be necessary to pay pilots, ground crew, and administrative personnel all at additional cost.

A PBY amphibious water bomber on a 90 day contract would cost in the neighborhood of \$700/day and \$600/flying hour--this would include the pilots and the maintenance, everything except for the fuel. Assuming the aircraft flies 200 hours in a very busy season, the cost to the state would be \$63,000 for daily availability for 90 days plus \$120,000 for 200 hours of flying, or a total of \$183,000 for the year for the plane complete with a full crew to operate it. By dividing this cost into the \$5 million purchase price of the two Canadair aircraft, it can be determined that two PBY's could be operated for 13 years. An additional consideration is that should the aircraft be destroyed or damaged during the performance of the admittedly hazardous duties, the state would not have to pay for it--it would be the responsibilities of the contractor and his insurance company.

The state is wasting money and enlarging the bureaucracy by trying to operate it's own air force. Last summer I observed that the state was using it's own Beaver aircraft for fire detection patrols. I cannot imagine a worse choice for this mission. Not only is the Beaver painfully slow, it costs more just to operate it than it does to charter many models of single engine aircraft that are much faster. I only mention this example to emphasize my point that the state should leave the flying to those who can do it best and most economically.

Sincerely,



Robert P. Bursiel  
President



# GOLDEN NORTH AIR SERVICE, INC.

MILE 131 1/2 DENALI HWY. • P.O. BOX 9 • CANTWELL, ALASKA 99729 • Phone: (907) 768-2434

February 21, 1980

Senator Bill Sumner, Vice Chairman  
Senate Resources and Finance Committee  
Alaska State Senate Pouch "V"  
Juneau, Alaska 99811

Dear Sir,

It has been brought to my attention that Senate Bill Number 345 has been introduced in the Legislature and has been referred to the Senate Resources and Finance Committee.

While we feel that it is in the public interest of Alaskans for the survey of State Lands, we do take issue with the appropriations allotted for "Fire Fighting (8,603,000.00) and most expressively the \$5,607,000.00 for the purchase of two CL-215s.

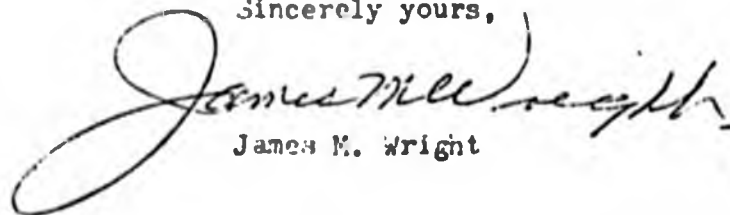
It is not our intent to allow Alaska to burn to the ground, however..... we do feel that the expenditures for firefighting are excessive in that the Federal Government owns, or at least claims most of our State and that many of the fires under concern by the department are started by agencies of the Federal Government ( The Alaska Railroad ) which effect State Lands. Let the Federal Government be responsible for their responsibilities and damages!

Foremost we do oppose the acquisition of the two Canadair CL-215s. There is sufficient aircraft available to the State by the State Licensed Air Taxes within the State to fulfill the needs of the Department of Natural Resources. We do not need the implementation of a State Air Force for the needs of state agencies. We already have a Federal Air Force in the "Office of Aircraft Services" which is in fact a Federal Air Taxi, which depletes revenues from existing State and Federally approved Air Taxi operators.

We have enough "bureaucracy", we only seek freedom and the right to Private Enterprise.

We greatly appreciate your concern and responsibilities in this matter, and we hope that you will also consider the Alaskan citizen and business enterprise when you consider the merits of this Bill.

Sincerely yours,

A handwritten signature in cursive script, reading "James M. Wright". The signature is written in dark ink and is positioned above the printed name.

James M. Wright

July 14, 1980

Mr. Jens Zehbe  
Senate Resources Committee  
943 West 6th Street  
Anchorage, Alaska 99501

Dear Mr. Zehbe:

Enclosed herein are the papers from the Senate Resources Committee file on SB 345. I made copies of some of the basic information for our files here. However, I would like all contents back when the committee has finished using them.

I have also enclosed <sup>copies</sup> of meeting minutes for 2/27/80 and 3/3/80. The 2/27/80 tape (which we designated #6) was not received by the library. However, we are having the 3/3/80 tape (#8) duplicated; it will be mailed to you as soon as possible.

Further, no magcards nor rolodex appeared in the boxes we have here. I did ask the L.A.A. supply office to check their storage area. Unfortunately they have found nothing so far, but will continue to search. (Also, many of the storage boxes are inaccessible.)

Please let us know if we can be of further assistance.

Sincerely yours,

Kathryn H. Shelton  
Librarian  
Legislative Reference Library

Enclosures

# MEMORANDUM

TO: [ Jens Zehbe  
Legislative Aide  
Pouch V  
Juneau, Alaska 99811

DATE February 22, 1980

FILE NO

TELEPHONE NO

FROM: Tom Bergstrom  
Director

SUBJECT Water Bomber Aircraft

This is in response to your constituent inquiry regarding the selection of Canadair CL-215 water bombers for State firefighting use. The decision criteria in choosing the CL-215 over the PBY were (1) reliability, (2) versatility, and (3) cost effectiveness.

1. Reliability: The PBY is a World War II - vintage aircraft ranging in age from 35 to 45 years old. In the past two years there have been two fatal water-scooping accidents due to airframe failure involving the PBY. Mr. Bursiel suggests a use period of thirteen years in his letter, however, by that time most PBY's would be nearing 60 years old. Clearly, even the PBY cannot last forever and replacement aircraft will only become more expensive to acquire as time passes. It is also obvious that with aircraft of the PBY's age, substantial down-time must be anticipated.

The CL-215, on the other hand, is a new aircraft and our experience with it during last summer's demonstration project is that it is extremely reliable.

2. Versatility: The PBY carries water tanks in its cargo area when it is in a water bombing configuration and thus cannot be used to haul firefighters or cargo. Further, since PBY's would be on charter for firefighting, that is the only purpose they could be used for.

The CL-215 has a large cargo-passenger area and can be used as a multi-purpose aircraft with no configuration change. Since it would be owned year-round by the State it could be used for oil spill patrol and oil disposal (the tanks can carry dispersant), fisheries patrol, remote sensing, and disaster relief.

3. Cost Efficiency: Mr. Bursiel states that the operating costs per PBY are \$700 per day and \$600 per flying hour on a 90 day contract based on 200 flying hours. This is somewhat understated, since the fire season is now approximately 150 days and we anticipate 300 hours of operation per aircraft. These corrections would bring Mr. Bursiel's costs to \$285,000 per aircraft. Finally, both the standby costs and operating costs on a contract would be subject to inflation.

Our estimated operating costs for the CL-215, including amortization of debt, crew costs, insurance, fuel, and maintenance, are \$360,000 per aircraft. Actually, this figure is probably too high since the amortization cost is based on a highly conservative 20-year depreciation schedule.

There is no "enlargement of the bureaucracy," as Mr. Bursiel contends, since all flight operations and maintenance will be conducted by the Alaska Air National Guard. No State personnel will be added due to acquisition of the CL-215.

Finally, it should be pointed out that the State will realize a substantial capital gain by exercising its two CL-215 options. The option cost for the State is \$2.5 million per aircraft and the current cost of a CL-215 for the new production run is \$4.5 million per aircraft. The State will thus realize a gain of some \$4.0 million by purchasing the planes.

SIB-345 Resources

3/3/80

Fahmankop

Kerttula-

Present - Melnd, Bennett, Dinkworth; Sumner Mulcahy -

Absent - Fahmankop

Convened 1:40 PM. - Sumner ~~then~~ convened meeting  
to cont. w/ SB345

Haynes - needs to get some solution A  
water bomber situation -

Private sector Availability

Ray settles

Jeff Haynes & Ted Smith testing -

Smith compared PB4 w CL 215

Smith went into a synopsis of SB 345  
detailing each amount -

Then mtg. went into the plane issue  
Sumner asked - what contacts have been  
made to the private sector - re. what  
is available.

Take out CL 215 appropriation part of  
bill & let rest pass

Instructed Dept. to look into other  
alternatives re: the private sector  
ie. Smith & Haynes need to come  
up with them

Kerttula wants Dept. to per the letter  
of intent.

Delete section 3 Plane purchase By Kerttula.

Insert section 3 500,000 Some General fund  
to cover gravel survey

Jim Wilson 586-2030

6773

---

Inventory of material  
sources on lands in land bank -  
3804

2/27/80

Commence 1:40

Bennett Absent -

Hand  
Trolling

Ken Ward Ward Air & AK Air Carriers

Stating that he wanted private leasing  
versus state purchase.

Moore - Q

Kertala - Does private enterprise have the immediate  
availability of fire planes?

Private operators have existing planes as well  
as support facilities which the state would  
have to build.

Comm - Would like data on types of aircraft available -  
Kertala would like to know date on competitive  
planes companies and are they available

Plank - Justification for why we need those 2  
aircraft,

Jim Anderson Jeff Haynes -

Claude Hoffman - DNR Land-Surveying  
need funds now in order to do the  
Fall Land Disposal - Head start on  
FY 81 program

→ Slide presentation on surveying techniques  
Also examples of blue and infra-red photography  
of disposal areas. They are new techniques which  
give you elevations, type of vegetation, water  
depths, moisture content, water areas etc.

Explanation of the techniques - technical terms -  
Summer/ Q about integrity of land disposals  
in comparison with previous disposals -  
Will give comm. more back-up information

Bill - Simplified approach to people coming in  
and selecting land Available next fall -  
Wants to check into it

465 41.00  
Salmon City  
Or

SB-345 - Supplemental appropriation to the Department of Natural Resources

Senator Sumner opened the meeting with testimony from Claude Hoffman, Jeff Anger, Jim Anderson and Ted Smith of the Dept. of Natural Resources.

Senator Sumner opened the meeting with testimony from Ken Ward of the Alaska Air Carriers. He was followed on the issue of the state purchase of (2) CL 315's.

He was followed by testimony from Claude Hoffman, Jim Anderson, Jeff Anger and Ted Smith speaking on cadastral land surveying. They addressed the need for a supplemental appropriation in order to get the program started. Start surveying now for the full land disposal. They presented various visual aids on the new techniques being used by the state.

Next, the committee addressed the ~~fact~~ what followed was a slide presentation by Ted Smith on the appropriation for state firefighting. Mr. Smith then answered questions ~~submitted~~ from the Senators.

Senator Sumner <sup>then</sup> moved to hold over the remainder of the testimony till the next meeting.

SB-589 - The bill we passed out of committee

~~A~~ relating to  
SR 20. The bill was passed out of Committee.

SB-189 - Bob Hinman of the Department of Fish and Game gave testimony on this bill. ~~at 2:00~~ There was a question of the legality of this bill, Senator Sumner requested with the committee's agreement, to hold the bill.

Meeting adjourned at 4:15 PM.

2/27/80

HJ-66 - Check into it  
↳ DNR will send copy of statement of how  
they feel about it

Fire Alarm Unit - Ted Smith -  
Explains Reasons for sign. Appor. - ie ALM  
pulling out of great set-up.  
11¢ per acre to ALM for initial attack

CSHR - 559-1 Gallick out on 100  
CR20 Passed out on individual Recommendation  
Mixed out

SD 189 - Held - check on where it came  
of attorneys on  
Consistency of Bill  
Bob Hanna of FHS.  
Q - Mulcahy - Legal Services - Possible  
to make exception  
Rechristen for Reimbursement - see 1st 175-