

ALASKA LEGISLATURE COMMITTEE FILES 1993-1994 8672

8208 HOUSE TRANSPORTATION - SENATE COMMUNITY & REGIONAL AFFAIRS

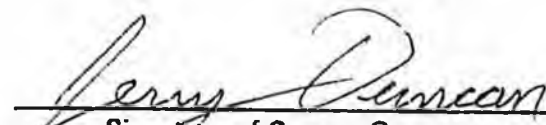


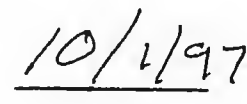
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Official Business

# Alaska State Legislature

## HOUSE OF REPRESENTATIVES

State Capitol  
Juneau, AK 99801-1182

HOUSE TRANSPORTATION COMMITTEE  
TUESDAY, MARCH 16, 1993  
CAPITOL, ROOM 17  
5:00 P.M.

**CSSJR 19(RULES)**

REQUESTING THE UNITED STATES AIR FORCE TO RENAME SHEMYA AIR FORCE  
BASE TO EARECKSON AIR FORCE BASE.

### I N D E X:

1. SENATE PASSED VERSION: CSSJR 19(RULES)
2. FISCAL NOTE, CSSJR 19(RULES)
3. HISTORY FACT SHEET/OFFICE OF HISTORY, 11TH AIR FORCE/9/16/90
4. LETTERS OF SUPPORT RE: RENAMING SHEMYA AIR FORCE BASE AFTER  
WW II, COL. WILLIAM O. EARECKSON.

STATE OF ALASKA  
1993 LEGISLATIVE SESSION

Bill Version: SJR 19

(S) Publish Date: 2-19-93

Revision Date: February 17, 1993  
Title: "Rename Shemya AFB to Eareckson AFB"

Dept. Aff: \_\_\_\_\_  
BRU: \_\_\_\_\_  
Component: \_\_\_\_\_

Sponsor: Senator Robin Taylor  
Requestor: Senate State Affairs Committee

COMPONENT SERIAL NO. \_\_\_\_\_

Expenditures/Revenues:

(Thousands of Dollars)

OPERATING	FY94	FY95	FY96	FY97	FY98	FY99
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
TOTAL OPERATING	-0-	-0-	-0-	-0-	-0-	-0-

CAPITAL						
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REVENUE FUND SOURCE:						
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FUNDING:

(Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
TOTAL	-0-	-0-	-0-	-0-	-0-	-0-

POSITIONS:

FULL-TIME						
PART-TIME						
TEMPORARY						

Estimate of current year (FY93) impact \$ \_\_\_\_\_

ANALYSIS: (Attach a separate page if necessary)

Changes in ESSR 19 (R)  
have no fiscal impact. This  
fiscal note is appropriate.

2-26-93 date ASJ Comte Aide (initial)

Prepared by: Portia Babcock, Committee Staff  
Division: Senate State Affairs Committee  
Approved by Commissioner: Senator Loren Leman, Chairman  
Agency: Senate State Affairs Committee

Phone: 465-4522  
Date: February 17, 1993  
Date: February 17, 1993

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## HISTORY SHEMYA AIR FORCE BASE

Shemya Air Force Base, sometimes referred to as "The Black Pearl" or "The Rock," is the most westerly of the Eleventh Air Force's bases. The 5073rd Air Base Group provides base support to various tenant units assigned to other Air Force commands, primarily the Strategic Air Command.

The once uninhabited island was first occupied by military forces on 28 May 1943, during the final days of the battle to retake nearby Attu from the Japanese.

Shemya was originally intended as a B-29 base for the bombing of Japan. The present day 10,000-foot runway and Birchwood hangars were constructed to accommodate the bomber. However, the Joint Chiefs of Staff decided to employ the B-29s from China and the Mariana Islands in the central Pacific. Shemya, instead, became the home of the 28th Bomber Group whose B-24s flew bomber and photo-reconnaissance missions against the northern Kurile Islands while its B-25s, based on Attu, attacked Japanese shipping in the North Pacific. The Group was inactivated in October 1945.

Air Force activities were reduced after World War II and for a time the Air Force considered transferring the island to the Civil Aeronautics Authority, the forerunner of the Federal Aviation Administration. However, the Air Force decided to retain Shemya because its location provided an ideal refueling stop on the Great Circle Route, particularly during the Korean War. The 5021st Air Base Squadron (AAC) provided base support.

Following the Korean War, Shemya was declared surplus and the base was inactivated on 1 July 1954. The facilities were turned over to the Civil Aeronautics Authority in 1955. They were then leased to Northwest Orient Airlines who remained on the island until 1961.

The Air Force resumed operations on Shemya in 1958 in support of various Air Force and Army strategic intelligence collection activities. Shemya also continued to support the Great Circle Route. The 5040th Air Base Squadron was activated on 15 July 1958 to provide base support. The squadron was redesignated the 5073rd Air Base Squadron on 1 October 1962, and upgraded to a group on 15 October 1974 in recognition of the number and complexities of the tenant units it supported.

Shemya was redesignated from an Air Force Station to an Air Force Base on 21 June 1968.

The Cobra Dane AN/FPS-108 Phased Array Radar facility was constructed during the mid-1970s as a replacement for the AN/FPS-17 Detection and AN/FPS-80 Tracking Radars used to monitor space and missile activities. Cobra Dane was declared operational on 1 August 1977. It was transferred from the Aerospace Defense Command

to the Strategic Air Command when the former was inactivated on 1 October 1979.

Shemya Air Force Base has been the scene of two major earthquakes. The first, measuring 7.75 on the Richter scale, occurred on 3 February 1965. It was followed by severe after shocks and a tidal wave. Damage, however, was limited to cracks in the taxiways. The other earthquake, measuring 7.5 on the Richter scale, occurred on 1 February 1975 with a high degree of damage to the runways and hangars. Communications were disrupted for a short period of time.

During the 1980s the facilities on Shemya were upgraded. Many of the old World War II structures were replaced with modern buildings and new facilities were built.

Office of History  
Eleventh Air Force  
16 September 1990



January 27, 1993

The Honorable Robin Taylor  
Majority Leader, Alaska Senate  
P. O. Box V  
Juneau, AK 99811

Dear Robin:

This organization has been working for some time now to gain recognition for one of the military leaders in the Aleutian Campaign of WWII, Col. William O. Eareckson

In working with the Air Force, we found that the Air Force Base on Shemya Island had no name or designation other than Shemya Air Force Base. All of our other military bases have been named for some special leader so we feel it is fitting to rename that base to "Eareckson Air Force Base".

Recognition of his efforts during the early years of that battle in the face of rudimentary facilities and lack of supplies and support, are long overdue and are supported by the Air Force at this time. I have enclosed a portion of my files for your review.

We ask that the Legislature support our request and the authorization by the Air Force for the name change and the posthumous recognition of Col. William O. Eareckson. As I am not a resolution writer, I ask that you formulate the proper format and ask your fellow legislators for a unanimous resolution that we can present to Sally Eareckson Kennerly, his daughter, at the ceremony May 18th on Shemya.

Thank you for your help and if you any questions after reviewing the file, please call.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Ralph'.

Ralph M. Bartholomew

xc: Gov. Walter J. Hickel  
Rep. Bill Williams

*October 13, 1992*

*Mr. Ralph M. Bartholomew  
313 Madison Street  
Ketchikan, AK 99901*

*Dear Ralph:*

*Thank you for your letter following the reunion, and the enclosures having to do with the re-naming of Shemya.*

*After noting your 'copy' list, I realize that I never notified you that my brother, Leif Eareckson, died of a massive heart attack in February of this year. As a matter of coincidence, he died in his 66th year, as did my father, and his father before him. Rather uncanny, if you happen to be superstitious.*

*I couldn't be happier at all of the effort being put forth on dad's behalf. To finally recognize that something strategic actually did go on up there in the early '40's is truly vindication for you all, though 50 years later.*

*Since I am really the only next of kin left, please assure the interested parties that any clearances that are needed from me are gladly given.*

*Again, thank you for your letter. I was very sad not to be able to join you all in Colorado, but family circumstances made it impossible. I hope there will be another reunion; perhaps it will be in Shemya in May, 1993.*

*Warmest regards,*



*Sally Eareckson Kennerly*

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## United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, DC 20510-6025

JAMES H. ENGLISH STAFF DIRECTOR  
J. KEITH KENNEDY MINORITY STAFF DIRECTOR

March 19, 1992


Ralph M. Bartholomew  
313 Madison Street  
Ketchikan, Alaska 99901

Dear Ralph:

Thank you for keeping me up to date on your efforts to rename Shemya AFB "Eareckson Air Force Base" in honor of Col. William O. Eareckson. In an effort to assist with this, I have contacted the Air Force to support your proposal, and have asked that careful consideration be given to renaming the base after Col. Eareckson.

With best wishes,

Cordially,



TED STEVENS

# Eleventh Air Force Association

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October 8, 1992

Sally Eareckson Kennerly  
115 S. Acacia Ave.,  
Solana Beach, CA 92075

Dear Sally:

I am sorry you weren't able to make the reunion this year. The last count I had was 420 registered and 450 at the banquet - a very successful reunion. The weather cooperated at 85° every day, much too hot for me but in the hotel it was just right. I reported your regrets after Fred gave the letter to me at the banquet.

Enclosed are copies of recent correspondence concerning our attempt to rename Shemya after your Dad. You will be pleased to know that we have jumped through several hoops and now find the proposal at Randolph for scrutiny of his personnel files. Doug Courtney has called on the lady in that department and she indicated that it would probably take 6 weeks to get around to it.

I reviewed the proposal with both General Ralston, CO Eleventh Air Force and General McInerney, Ass't Vice Chief of Staff, at the reunion and they both indicated they would give her a little time and then would make inquiries to push it along.

You will note that General Ralston has assigned a project officer for the renaming ceremony, and they are reviewing possible transportation. I agreed that I would check with Richard Reeve at Reeve Aleutian Airways if we can get any indication that a number of our Shemya vets or friends of your Dad might wish to go out for the day to help celebrate the 50th Anniversary on May 28th as well.

Sincerely,

Ralph M. Bartholomew, President

xc: Senator Ted Stevens  
L/Gen. Thomas G. McInerney  
L/Gen. Joseph W. Ralston  
Shemya Veterans Ass'n  
Col. Leif Eareckson, USMC (ret)

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## United States Senate

COMMITTEE ON APPROPRIATIONS

WASHINGTON, DC 20510-6025

JAMES H. ENGLISH, STAFF DIRECTOR  
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September 24, 1992

The Honorable Ralph M. Bartholomew  
Mayor, Ketchikan Gateway Borough  
313 Madison Street  
Ketchikan, Alaska 99901

Dear Ralph:

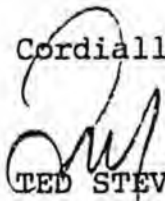
I am enclosing a copy of a letter from General Jimmie V. Adams, Commander of PACAF, in response to my inquiry regarding the renaming of Shemya Air Force Base.

I am happy to hear that General Adams responded favorably to the proposal for renaming Shemya AFB to Eareckson AFB. General Adams' stated in his letter that he has forwarded the proposal to the Air Force Military Personnel Center for review. General Adams' goes on to say that Colonel Eareckson's next of kin need to be notified and agree to this proposal as well. It is my understanding that Colonel Eareckson's family does agree.

I hope that this proposal will get enacted in time for the 50th Anniversary of Shemya. Thanks again for bringing this situation to my attention.

With best wishes,

Cordially,



TED STEVENS

Enclosure



DEPARTMENT OF THE AIR FORCE  
HEADQUARTERS PACIFIC AIR FORCES  
HICKAM AIR FORCE BASE, HAWAII 96853 5001

1992 SEP 17 PM 1:54

Honorable Ted Stevens  
United States Senate  
Washington DC 20510-0001

9 September 1992

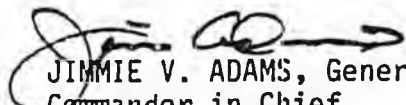
Dear Senator Stevens

Thank you for your letter of 30 July 1992 regarding any recent information we have on the recommendation and request for the name change of Shemya AFB to Eareckson AFB.

I fully support the proposal for renaming Shemya AFB to Eareckson AFB. However, based on procedures outlined in Air Force Memorialization directives, I have forwarded the proposal to the Air Force Military Personnel Center for review and subsequent staffing to the Air Force Chief of Staff and the Secretary of the Air Force. Procedurally, the renaming proposal must also be submitted to the deceased member's next of kin. Assuming Air Force approval and the required next of kin clearances, the base may be renamed at a dedication ceremony on 28 May 1993 when Shemya AFB marks its 50th anniversary.

Again, thank you for your interest in this matter.

Very respectfully

  
JIMMIE V. ADAMS, General, USAF  
Commander in Chief

# Eleventh Air Force Association

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August 31, 1992

The Honorable Walter J. Hickel  
Governor of Alaska  
P. O. Box A  
Juneau, AK 99811-0101

Ref: Shemya AFB rename request

Dear Governor Hickel,

A handwritten signature in dark ink, appearing to read 'R. Bartholomew', is written over the typed name 'Dear Governor Hickel'.

This organization has officially requested the renaming of Shemya Air Force Base to "Eareckson Air Force Base" in honor of Colonel William Olmstead Eareckson, an outstanding Air Force leader during our WWII Aleutian campaign.

The 50th Anniversary of the landing of our own troops on Shemya is coming up fast at May 28th, 1993. We are trying to move the request through all the necessary hoops and channels in time to accomplish the change of name at the same time as the 50th Anniversary celebration.

After reviewing the enclosed file I ask that you support and endorse the request, and that you pass the proposal along to your geographic names board for appropriate action to avoid any unnecessary delays. As you can see, this request is moving through the Air Force channels at the same time.

Sincerely,

A handwritten signature in dark ink, appearing to read 'R. Bartholomew', is written below the typed name 'Sincerely,'.

Ralph M. Bartholomew, President

# Eleventh Air Force Association

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September 21, 1992

Lt. Gen. Thomas G. McInerney, USAF  
Assistant Vice Chief of Staff  
Hq USAF, The Pentagon  
Washington DC 20330

"Eareckson AFB"

Dear General McInerney:

It is my understanding through the "mukluk telegraph" that our proposal to change the name of Shemya AFB to Eareckson AFB has moved now from General Jimmie Adams desk to AFMPC/DPMASA Randolph AFB for further investigation.

I hate to keep bothering you about this proposal, however, I have to keep reminding everyone that May 28, 1993 is the 50th anniversary of the landing on Shemya, and it would be most fitting if we could celebrate that important date and the name change together. Time has a way of disappearing and these few months now until May are barely enough to squeeze this proposal through the hurdles that are left.

Please do what you can to both support and keep the project moving along. Thank you for your continued interest.

Sincerely,

Ralph M. Bartholomew, President

xc: Senator Ted Stevens  
Governor Walter J. Hickel



11th Air Force  
Elmendorf AFB, AK 99506  
28 September 1992

Ralph M. Bartholomew  
313 Madison Street  
Ketchikan AK 99901

Dear Ralph

General Adams indorsed our recommendation to rename Shemya AFB to Eareckson AFB. It was sent to the Air Force Military Personnel Center on 14 September where Colonel Eareckson's records will be reviewed to determine final eligibility. Once the review is completed, the recommendation will be sent to the Secretary of Air Force for his action.

We have appointed a project officer who is developing preliminary plans for a renaming ceremony. The renaming of Shemya AFB after an Aleutian hero is a fitting tribute to those who served in that difficult theater. We will keep you informed of the developments as they occur.

I am looking forward to meeting you and the other veterans in Colorado Springs.

Sincerely

JOSEPH W. RALSTON  
Lieutenant General, USAF  
Commander

# Eleventh Air Force Association

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July 19, 1992

I/Gen. Jimmie V. Adams, Commander  
Pacific Air Forces  
Hickam AFB, HI 96824

Dear General Adams:

I am the President of the Eleventh Air Force Ass'n, an organization of the old WWII Aleutian Island veterans. I am sorry everything moved so fast and there were so many around at the recent Change of Command for Generals McInerney and Ralston as General McInerney wanted to introduce me as he did with General Ralston but the opportunity never arose.

It is my understanding that the request and recommendation for the change of name for Shemya AFB to Eareckson AFB may possibly be laying on a desk in your Command awaiting a review and further recommendation from your office. As our old veterans fully support this recognition for one of our great leaders, I hope you can also endorse this request and move it through the necessary channels.

As 1993 is the 50th Anniversary of the move onto Shemya, it would be an ideal time to coordinate the name change with their 50th celebration. Thank you for your interest and assistance.

Sincerely,

Ralph M. Bartholomew, President



DEPARTMENT OF THE AIR FORCE  
PACIFIC AIR FORCES

11 Feb 92

Ralph M. Bartholomew  
313 Madison St.  
Ketchikan, AK 99901

Dear Ralph

Thank you for telling me of your initiative to change the name of Shemya Air Force Base to Eareckson Air Force Base in honor of Colonel William O. Eareckson. As we approach the 50th anniversary of the activation of Shemya Island in 1993, this may be an appropriate gesture.

As I am sure you are aware, your request must be made through Pacific Air Forces Headquarters to the Chief of Staff and Secretary of the Air Force. There is very little we can do here at Shemya in the approval process.

Again, thank you for advising me of your efforts. If you have any questions or need any information, please contact Captain Richard F. Rohrer, Commander, 673d Support Squadron. His commercial phone number is 904-392-3402.

Sincerely,

A handwritten signature in cursive script, reading "Marvin A. Voskuhl".

MARVIN A. VOSKUHL, Colonel, USAF  
Commander, 673 ABG

# Eleventh Air Force Association

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Fri, Jan 24, 1992

General Merrill A. McPeak  
Chief of Staff, USAF  
Washington, DC 20330

Dear General McPeak:

With reference to the enclosed file, our organization has gone through the exercise of reviewing a request to honor one of our recognized leaders in the Aleutian campaign during WWII, Col. William O. Eareckson.

Those who served with Col. Eareckson would apparently follow him to the end of the earth and very much support, even at this late date, doing something more to recognize the up-in-front leadership that he offered his squadrons in those early days of that campaign.

I have had the file and records reviewed by L/Gen. Tom McInerney of our Alaskan Command and by the Eleventh Air Force Office of History, John Haile Cloe, Historian. They concur, as does our organization, that it is too late to try for either of those posthumous awards.

The General has advised that Shemya Air Force Base is the only one we have left in Alaska without a dedicated name and suggests as an alternative that we officially request a name change for "Shemya AFB" to "**Eareckson Air Force Base**". The Eareckson family has approved and welcomes the suggestion.

Please review the file and advise if you would support such a proposal, and if so, what steps you would wish our organization to take. Thank you for your consideration.

Sincerely,

Ralph M. Bartholomew, President

xc: L/Gen. Thomas G. McInerney  
Senator Ted Stevens



DEPARTMENT OF THE AIR FORCE  
PACIFIC AIR FORCES

REPLY TO 11AF/CC  
ATTN: O\*

3092

SUBJECT Renaming Shemya AFB

TO PACAF/CC

1. Recommend that Shemya AFB be renamed Eareckson AFB after the late Col William Olmstead Eareckson, USAF Ret. We feel that Colonel Eareckson's outstanding contributions as the 28th Bomber Group commander during the Aleutian Campaign deserve suitable recognition by having the geographically-named base in the Aleutian Islands renamed in his honor. It would also honor those of the Eleventh Air Force who served in that difficult World War II theater of operations.

2. Colonel Marvin A. Voskuhl, Commander, 673rd Air Base Group (Shemya AFB) and Col Harry J. Kieling, Jr., Commander, 11th Air Control Wing fully support the recommendation. However, to shorten the recommendation process, they recommended that it come from me. Shemya AFB will commemorate its 50th anniversary in late May 1993. A renaming ceremony would be appropriate at that time.

3. Colonel Eareckson was born 30 May 1900 on Kent Island, Maryland. He attended St. Johns College during 1914-1917 with plans to attend West Point. However, with America's entry into World War I, he quit to enlist in the Army. He served in France as an Infantryman. Eareckson remained on active duty following the war with the goal of gaining acceptance to West Point. He received a Presidential appointment in 1920, and graduated four years later.

4. Shortly after graduation, he entered flight school at Kelly Field, Texas, where he was "washed-out" in 1925 for "inherent lack of ability to become a military aviator." Typically undaunted, Eareckson, who had listed the three choices of assignment upon graduation from West Point as "Air Corps," "Air Corps" and "Air Corps," applied and was accepted for balloon school. He graduated as an observer and pilot and spent the next five years at Scott Field. In 1928, Lieutenant Eareckson and Capt William E. Kepner represented the United States in the Gordon Bennett International Balloon Race. The two came in first, earning them The King Albert of Belgium Trophy and letters of commendation from the Chief of the Army Air Corps.

5. Eareckson never gave up hope of becoming an airplane pilot. He was accepted for the second time for flight training in 1930. He was 29 years old, well above the normal age for those undergoing the rigorous training. Eareckson easily won his wings, explaining that the instructors had, by then, been taught to teach. He spent the next nine years as a bomber and pursuit pilot and was serving as a bomber instructor at Lowry Field when he was selected to command the 36th Bombardment Squadron.

6. Major Eareckson deployed with his squadron to Elmendorf Field in April 1941. Shortly after arrival, he assumed command of the 28th Composite Group on 26 May. He held the command until 23 January 1943. He was promoted to colonel during this period.

7. Colonel Eareckson was a man of action who preferred the cockpit of an airplane over a desk. He strongly believed that the best way to lead was to set the example by going in "harm's way." He was, in every sense of the word, a warrior. His devotion to his duty and men was unflinching, his leadership inspiring, his courage unfailing, and his pride in his service and in his country was a way of life. He personally led all the difficult missions against Japanese fortified positions on Kiska and Attu in the Aleutian Islands.

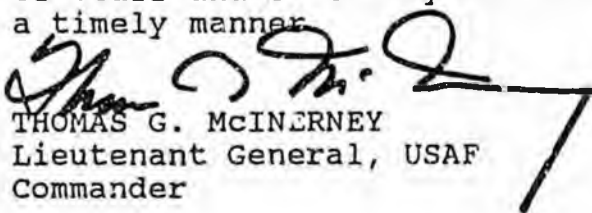
8. The Aleutian Campaign has been referred to as "the forgotten war." Noted for its notorious weather and primitive facilities, the thousand mile string of islands proved to be an extremely difficult place to conduct air operations. They demanded nerve, innovation and a strong commitment to provide selfless leadership. Colonel "E" to his men, and Eric to his friends, fulfilled all these in full measure. He was revered by his men, a feeling that still continues today among their rapidly thinning ranks. He was innovative in his tactics and a dedicated professional when it came to getting the job done. He introduced precision low-level skip bombing and forward air control procedures in the Aleutians before they became common practices in the other war theaters. Eareckson was the right person for a difficult job in a very lonely theater of operations.

9. After giving up the command of the 28th Bomber Group, Colonel Eareckson helped plan the retaking of Attu from the Japanese. During the May 1943 battle, he spent 60 hours in the air during one six day period as the forward air controller. For his services in the Aleutians, Colonel Eareckson was awarded the Distinguished Service Cross, the Navy Cross, the Silver Star and the Distinguished Flying Cross with oak leaf cluster, numerous Air Medals and the Purple Heart. More importantly, he won the love and admiration of those who served under him and the respect of those who knew him.

10. Ernest Gruening, Alaska's territorial governor, in a 2 February 1944 letter of General Henry H. Arnold noted that he knew of no other officer in Alaska who "was more universally loved and admired by the men than Eric," and that no one else "exhibits finer qualities of leadership than he."

11. Colonel Eareckson left Alaska for the South Pacific where he was a participant in the battles to retake Tarawa, Kwajalein, Palau, Hollandia and Guam. He saw service in Korea at Inchon and Wonsan. He retired in July 1954 after 31 years of service that spanned three wars and saw the transition from free balloons to jets. He retired to sea, his first love, in Sarasota, Florida. Colonel Eareckson died on 25 October 1966.

12. The renaming of Shemya AFB in the Aleutian Islands after Colonel Eareckson is a small repayment of a debt we owe him and the other Aleutian Warriors who served in a place that has been forgotten by history. At a time when we are commemorating the 50th anniversary of the greatest war ever inflicted on mankind, it is vitally important to look back and remember that remarkable generation who fought it. I can guarantee that the renaming of Shemya AFB will have the full and enthusiastically support of Alaska's civilian leadership and the enduring gratitude of those who served in the Aleutians during the war. Please expedite this recommendation through the channels so that it reaches the Chief of Staff and Secretary of Air Force in time to be implemented in a timely manner.



THOMAS G. McINERNEY  
Lieutenant General, USAF  
Commander



HEADQUARTERS  
ALASKAN COMMAND (ALCOM)  
ELMENDORF AIR FORCE BASE, ALASKA 99506

Mr Ralph M. Bartholomew  
313 Madison St.  
Ketchikan AK 99901

16 1000

Dear Mr Bartholomew *Ralph*

I received your letter regarding your concerns about the future of Shemya Air Force Base. I can assure you that the elimination or reconfiguration of the programs you mentioned will have a minimal effect on the base's mission. For the foreseeable future, Shemya will remain an important and viable part of our Alaska defense forces.

I'm pleased that you are still pursuing the renaming of Shemya. I believe that this is the most fitting tribute to Colonel Eareckson. Let me know if my staff or I can help in any way.

Sincerely

*Thomas G. McInerney*  
THOMAS G. MCINERNEY  
Lieutenant General, USAF  
Commander

*Ralph - keep pressing! Tom*

# Eleventh Air Force Association

---



Sun, Dec 22, 1991

L/Gen. Thomas G. McInerney, USAF  
COMALCOM  
5800 G St., Ste 101  
Elmendorf AFB, AK 99506-2130

Dear General McInerney:

I have proceeded to ask our Officers and Trustees for their opinion whether we should promote the renaming of Shemya AFB to Eareckson AFB. I would guess that they will approve the suggestion, and if they do I will want to ask the Anchorage Chapter of the Air Force Ass'n if they too would support such a move.

The article concerning the closing down of the Cobra Ball and Cobra Eye operations set off a little alarm bell in my brain though. If there is no further need for Shemya as the operating base for those programs, what is the future of that base. It may be that you still plan on it as your advance base just cutting back on operations somewhat, but I don't want to go ahead with our proposal and all of a sudden find the base closed.

It will be interesting to see what use can be made of those RC-135's with all the electronics and camera gear. It would be a shame for that technology to just be parked at Tucson rotting away.

Please let me know before I jump off the deep end with the name change request. Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Ralph M. Bartholomew'.

Ralph M. Bartholomew, President

xc: John Cloe, Historian

December 12, 1991

Ralph M. Bartholomew  
313 Madison Street  
Ketchikan, AK 99901

Dear Ralph,

Thank you for your letter of November 2nd which has taken me until now to reply.

I fully understand the problem with a posthumous decoration and/or promotion, and the idea of renaming *Shemya* is wonderful! I would be very proud to have *Eareckson AFB* in the Aleutians; it would be most fitting.

I sent the information to my brother, but as yet have not heard back from him. But I can't imagine that his opinion would differ from mine.

Thank you for all of your help and interest in this regard, and if there is anything I can do to help, please let me know. Also, please keep me posted on your progress.

Best wishes for you and your family for the holiday season, and a wonderful and prosperous 1992. I look forward to seeing you again in Colorado Springs next fall.

Warmest regards,



Sally Eareckson Kennerly

# Eleventh Air Force Association

---



November 9, 1991

Sally Eareckson Kennerly  
115 S. Acacia Ave.  
Solana Beach, CA 92075

Dear Sally:

I have been working somewhat in the background with L/Gen. Thomas G. McInerney concerning the proposal from some of your Dad's fellow flyers to put in for the Medal of Honor in his honor. I furnished all the information that I have and had John Cloe from the Eleventh Office of History also review the history.

General McInerney's letter is enclosed indicating the high hurdle ahead if we try to move the proposal forward. He has suggested an alternative that I like and would stand a better chance of working out. The General suggests the renaming of Shemya AFB to "Eareckson Air Force Base". Shemya is the only station we have left without a name and certainly has and had the stature that your Dad would have appreciated.

Please let me know after you talk with your brother what your family wishes might be. I am sure that our organization would be proud to propose the name change and carry the ball through the process.

Sincerely,

Ralph M. Bartholomew, President

xc: L/Gen. McInerney

# Eleventh Air Force Association

---



October 14, 1991

L/Gen. Thomas G. McInerney, USAF  
COMALCOM  
5800 G St., Ste 101  
Elmendorf AFB, AK 99506-2130

Dear General McInerney:

I am sorry to have missed you these last few times - a couple weeks ago you were out flying, probably earning your flight pay for the month when I was in Anchorage for two days of meetings.

Please review the enclosed file on Col. William O. Eareckson for us, perhaps with some consultation with your historian John Cloe. Some time ago a proposal surfaced to petition Congress for a posthumous promotion and Medal of Honor for Col. Eareckson. I haven't gone ahead on my own to carry this proposal forward but have collected other comments per attached.

I don't wish our organization to go to work on something like this and be slapped down by the Command structure for trying, nor do I wish to put others in a bind responding to our suggestion by not going through the proper channels. If after review you find that your Command is able to support the move, and if the Alaska Chapter of the Air Force Ass'n would concur, I would be willing to place it before the next meeting in Colorado Springs October 1992 for possible action.

Thank you for your consideration.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Ralph M. Bartholomew'.

Ralph M. Bartholomew, President

xc: Senator Ted Stevens



Alaskan Command  
Elmendorf AFB AK 99506-2130

OCT 6 1991

Ralph M. Bartholomew  
313 Madison Street  
Ketchikan AK 99901

Dear Ralph

Thank you for your October 14 letter and your interest in honoring Colonel Eareckson. I am sorry that we could not get together when you were in Anchorage.

My staff looked into the possibility of obtaining either a promotion or Medal of Honor for Colonel Eareckson. Unfortunately, it would be impossible at this time to overcome the decisions made by those in authority during the war not to promote him. No doubt they had reasons that were not fully understood by those who served under him. The award of the Medal of Honor is dependent on a recommendation being submitted within two years of the act. The recommendation can be resubmitted if the first one was lost or there were other circumstances that were overlooked. To the best of our knowledge, Colonel Eareckson was never recommended for the Medal of Honor.

However, like you and the rest of the Eleventh Air Force veterans, I feel he deserves appropriate recognition. Perhaps the renaming of Shemya AFB after him would be the best gesture. It would honor his contributions during difficult times and recognize the men and women who served our nation in the Aleutians during the war. Please let me know what the veterans think.

Sincerely

A handwritten signature in dark ink, appearing to read "Tom".

THOMAS G. McINERNEY  
Lieutenant General, USAF  
Commander

By John L. Frisbee, Contributing Editor

## Eareckson of the Aleutians

Col. William O. Eareckson earned every major combat decoration except the Medal of Honor, but his superiors found him too hot to handle.

**T**HERE were no aces in the Aleutian Islands campaign of World War II. This is not to say there were no heroes. Anyone who endured life in so inhospitable a region had some claim to that distinction, especially the aircrews, who faced the worst flying weather in the world. Forty-one AAF planes fell in combat, about half to flak, but 184 were lost to other causes, largely weather-related.

During the fifteen months of that campaign, six men were awarded the Distinguished Service Cross. The first was Col. William O. Eareckson, who had tenaciously followed a tortuous path to pilot wings and command. At seventeen, he enlisted in the Army, two months before the US entered World War I. He was wounded in France, then reenlisted in the hope of entering West Point, which he did through a presidential appointment in 1920. His goal was to be an Army pilot, but a year after graduation from the Academy, he washed out, went to balloon school, and became one of the Army's top balloon pilots. In 1928, he and Maj. William Kepner, captain of the US balloon team, won the most prestigious of all ballooning events, the Gordon Bennett International Balloon Race. Two years later, at the advanced age of thirty, Eareckson won his airplane pilot wings, and in 1939 he was given command of the 36th Bombardment Squadron. In the spring of 1941, Eareckson led his squadron to Alaska, only then beginning to gird for a probable Japanese attack. As more and newer bombers replaced Eareckson's obsolete B-18s, he was named head of Eleventh Air Force Bomber Command.

On June 3, 1942, Japanese carrier planes hit ill-prepared Dutch Harbor on Unalaska Island. The Aleutian war was on. Colonel Eareckson led a flight of B-26s through impossible weather

in an attempt to find and attack the Japanese fleet with torpedoes, which he had scrounged from the Navy. After two relatively unsuccessful attacks, the enemy fleet withdrew and occupied Attu and Kiska Islands at the western end of the long, treeless Aleutian chain. Eareckson's bombers

believed that a leader should lead and a tactician should devise better tactics, no matter what the book said.

Because traditional high-altitude bombing produced poor results at Attu and Kiska, Eareckson turned to unprecedented low-level attacks with heavy bombers, leading the first missions himself to convince his crews that they would live to bomb another day. Butler, unhappy with his unconventional bomber commander, reassigned Eareckson to the mainland in January 1943. Army Gen. Simon Bolivar Buckner, an unconventional warrior himself and head of Alaska Defense Command, thought Eareckson too valuable an asset to lose and assigned him to the ADC staff, sending him to San Diego to help plan the invasion of Attu, which took place in May 1943.

In terms of the ratio of casualties to combatants, Attu was, second to Iwo Jima, the bloodiest battle of World War II. Colonel Eareckson, as air liaison officer, in effect called the shots for Eleventh Air Force. Using a single-engine Kingfisher float plane borrowed from the Navy, Eareckson flew up and down the fog-enshrouded passes of that mountainous island, calling in targets to the Air Force and Navy and assessing bomb damage. So often was his little plane hit that on every mission he carried plugs to seal the pontoons on landing. In the final days of the battle, Eareckson went to the front lines, borrowed a rifle from an infantryman, and entered the fray. Before the day was over, he was wounded by a Japanese sniper.

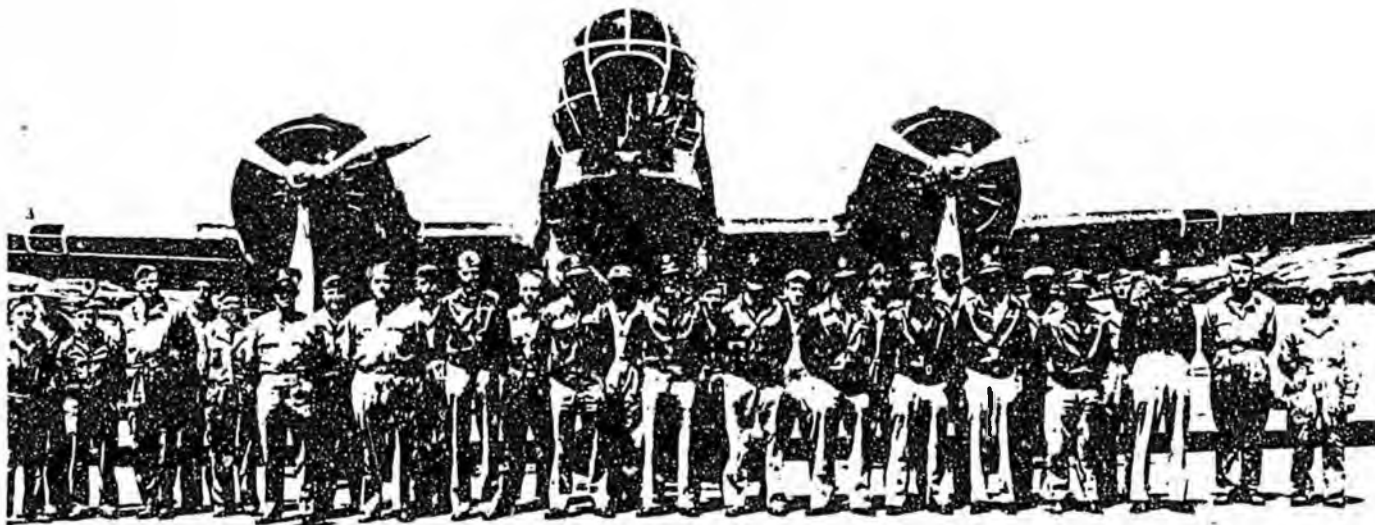
When the Aleutian campaign ended with the Japanese evacuation of Kiska in August 1943, Adm. Chester Nimitz presented the Navy Cross to Colonel Eareckson to complement his DSC, Silver Star, and lesser combat decorations earned in the Aleutians. Always a maverick—caustic, outspoken, and contemptuous of red tape—Eareckson was regularly passed over for promotion to brigadier general. He retired in 1954 and died in October 1966, loved and respected by the men who served with him, but, for his superiors, too hot to handle. ■



first had to find the enemy. Then they attacked enemy island bases and shipping whenever fog and gale-force winds permitted. Colonel Eareckson earned the respect and devotion of his men by flying in every position—from left-seater to tailgunner.

Eareckson led most of the toughest missions, to the displeasure of Maj. Gen. William Butler, commander of Eleventh Air Force. The cautious, unimaginative Butler believed a commander should be primarily an administrator, using his forces according to accepted doctrine. Eareckson





Col. William O. Eareckson left his unforgettable mark during his stay in Alaska. A 1924 West Point graduate, he was variously referred to as "Colonel B" or "Wild Bill," depending on whether it was the men under him, who would follow him anywhere, or his superiors, who sometimes resented his arrogant and brash manners. He was impatient with delays and palavering, and his articulate letters to his superior, Maj. Gen. William O. Butler, were masterpieces of irritation at unnecessary red tape and discussion. He preferred the cockpit of an aircraft to a desk. Once, when the Japanese were taunting him over the radio during a Kiska mission, he wheeled his B-17 around and proceeded to make repeated low-level strafing runs at the radio station. While apparently reckless and independent in a profession that demanded conformity and teamwork, Eareckson was innovative in his tactics and a dedicated professional when it came to getting the job done. Col. Fred Ramputi remembered him as a dynamic leader, and credited him with introducing precision low-level skip bombing and forward air control procedures during the Aleutian Campaign, before they became accepted practices in other theaters. He was a man of action who led by example, and his superiors sometimes criticized him for flying as a tail gunner when he should have been at his desk tending to the necessary humdrum administrative and operational planning details which, in the end, often spelled the difference between success and failure of a mission. Whatever his genius or faults were, Col. Eareckson, who had left home when he was 17 during World War I to join the infantry, was the right person for a difficult job in a very lonely theater. He would be remembered with reverence by many of the men who served under him, if not appreciated by his superiors. He never made general.

U.S.A.F.

Maj. Eareckson and his squadron in front of a B-18 at March Field, Calif., prior to deployment of the 36th Bomber Squadron to Alaska. U.S.A.F. C.





SINCE 1890

J LEIF EARECKSON  
VICE PRESIDENT

# Hickman, Williams & Company

17370 LAUREL PARK DRIVE NORTH, SUITE 330 • LIVONIA, MICHIGAN 48152-2651

313-462-1890

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HICWILCO DET  
NO 23 5432

FAX  
313 462 6036

June 10, 1991

Ralph M. Bartholomew  
313 Madison Street  
Ketchikan, Alaska 99901

Dear Mr. Bartholomew:

It was with interest that I read your Issue No. 6 dated May 10, 1991, Eleventh Air Force Association Newsletter. In it you mentioned the interest being proposed to recognize the contribution of my father, Col. William O. Eareckson, by proposing the Medal of Honor for him.

Before you do this, I think you should know what recognition he did receive while serving in the Eleventh Air Force and beyond:

He was awarded the Distinguished Service Cross by Gen. Buckner for actions during the Aleutian Campaign. During the same period he received the Distinguished Flying Cross and Air Medal. Later, during the Battle of Attu, he was presented the Navy Cross by Adm. Nimitz, while at the same time receiving the Purple Heart.

Later, while serving on Adm. Nimitz' staff during the Marshall Islands Campaign, he received the Silver Star on Kwagaleen while accompanying General H. M. Smith, USMC, ashore.

In the latter part of the war he was awarded the Commendation Medal while working on the atomic bomb project as Commanding Officer of the Mountain Home Air Force base in Colorado.

During the Korean War, he received the Legion of Merit from Gen. Douglas MacArthur for duty during the landing at Inchon.

He retired in 1954 from Dayton, Ohio and moved to Sarasota, Florida.

In 1966 he died of cancer and is buried at Arlington Cemetary.

MATERIALS FOR THE METALS INDUSTRY

BIRMINGHAM • BUFFALO • CHATTANOOGA • CHICAGO • CINCINNATI • CLEVELAND • DALLAS • DETROIT • GRAND RAPIDS • PHILADELPHIA • PITTSBURGH  
KITCHENER, ONTARIO • MONTREAL, QUEBEC • WINNIPEG, MANITOBA

# HOUSE COMMITTEE REPORT

(7)

Date Referred: March 5, 1993

FURTHER REFERRALS:

Date of Committee Action: 3-16-93

The TRANSPORTATION Committee considered:

SJR 19(RLS)

CS FOR SENATE JOINT RES. NO. 19(RLS) NAME SHEMYA AFB EARECKSON AIR FORCE BASE

Requesting the United States Air Force to rename Shemya Air Force Base to Eareckson Air Force Base.

RECOMMENDATIONS:  the same title  
 be replaced with \_\_\_\_\_  a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of Intent

ATTACHES NEW FISCAL NOTE(s): (Dept) \_\_\_\_\_

APPROVES PREVIOUS: (Dept/Date) \_\_\_\_\_

fiscal impact \_\_\_\_\_

fiscal note(s) \_\_\_\_\_

zero fiscal note \_\_\_\_\_

zero fiscal note(s) Sen. St. Aff. 2-19-93

SIGNING <u>DO</u> PASS	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Richard J. ...</i>	*				
<i>John ...</i>	*				
<i>Paul ...</i>	✓				
<i>Tom ...</i>	✓				
<i>John ...</i>	✓				
<i>John ...</i>	✓				

*Richard J. ...*  
 CHAIRMAN'S SIGNATURE

# **CORRECTION**

**THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY**



SINCE 1890

J LEIF EARECKSON  
VICE PRESIDENT

# Hickman Williams & Company

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313-462-1890

TELEX  
HICWILCO DET  
NO 23 5432

FAX  
313 462 6038

June 10, 1991

Ralph M. Bartholomew  
313 Madison Street  
Ketchikan, Alaska 99901

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MATERIALS FOR THE METALS INDUSTRY

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KITCHENER, ONTARIO • MONTREAL, QUEBEC • WINNIPEG, MANITOBA

As you can see he was one of the most highly decorated officers in the Army Air Force of WW II.

In no way do I wish to discourage you in your quest, but I felt this background information might be of some use to you.

My best wishes for your success as you continue your work with the Eleventh Air Force Association, of which my father would be most proud.

Very truly yours,



J. Leif Eareckson  
Colonel  
United States Marine Corps  
Retired

JLE:rn

# HOUSE COMMITTEE REPORT

(7)

Date Referred: March 5, 1993

FURTHER REFERRALS:

Date of Committee Action: 3-16-93

The TRANSPORTATION Committee considered:

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Requesting the United States Air Force to rename Shemya Air Force Base to Eareckson Air Force Base.

RECOMMENDATIONS:  the same title  
 be replaced with \_\_\_\_\_  a new title

have attached amendments(s)

do pass

do not pass

no recommendations

individual recommendations

additional referral to the \_\_\_\_\_ Committee

ADOPTS: \_\_\_\_\_ letter of Intent

ATTACHES NEW FISCAL NOTE(S): (Dept) \_\_\_\_\_

APPROVES PREVIOUS: (Dept/Date) \_\_\_\_\_

fiscal impact \_\_\_\_\_

fiscal note(s) \_\_\_\_\_

zero fiscal note \_\_\_\_\_

zero fiscal note(s) Sen. St. Act. 2-19-93

SIGNING <u>DO PASS</u>	DP	OTHER RECOMMENDATIONS	DNP	NR	AM
<i>Richard J. ...</i>	*				
<i>John ...</i>	*				
<i>Bill ...</i>	✓				
<i>Tom ...</i>	✓				
<i>...</i>	✓				
<i>...</i>	✓				

*Richard J. ...*  
 CHAIRMAN'S SIGNATURE

**SJR**

**29**

# Alaska State Legislature

Senate Majority Leader  
Chair, Judiciary Committee  
Vice Chair, Community &  
Regional Affairs

Member, State Affairs Committee  
Committee on Committees  
Western States Legislative Forestry Task Force  
Legislative Council



State Capitol  
Juneau, Alaska 99801-1182  
(907) 465-3873  
Fax: (907) 465-3922

352 Front Street  
Ketchikan, Alaska 99901  
(907) 225-8088  
Fax: (907) 225-0713

*Senator Robin L. Taylor*

## SPONSOR STATEMENT

### SENATE JOINT RESOLUTION 29

I introduced Senate Joint Resolution 29 at the end of March last year as a mechanism to express the indignation of the Alaska State Legislature at the Congress for its blackmail tactics in the passage of federal mandates.

SJR 29 specifically addressed what was then a proposed law mandating the passage of state laws requiring the use of motorcycle helmets. Unfortunately, since SJR 29 was introduced, the Congress has seen fit to pass that mandate and threaten the loss of federal highway funds as the penalty for non-compliance.

While it may yet be necessary for this Legislature to address the non-compliance issue, I still believe we should express to the Congress our displeasure at this violation of the state's regulatory authority under the Tenth Amendment, and of the threat to withhold federal funding if we do not submit to this blackmail.

I have taken the liberty of having a blank committee substitute drafted for your consideration, updating the language of SJR 29 to reflect the current situation. I ask that you consider adopting this language as a Transportation Committee Substitute and pass this measure from your committee.

District A:

Hyder • Ketchikan • Kupreanof • Meyers Chuck • Petersburg • Saxman • Sitka • Wrangell

Jrn-Date	Jrn-Page	Action
1 03/31/93	1005	(S) READ THE FIRST TIME - REFERRAL(S)
2 03/31/93	1005	(S) TRANSPORTATION, JUDICIARY
3 04/12/93	1301	(S) TRA RPT 3DP
4 04/12/93	1302	(S) ZERO FISCAL NOTE (DPS)
5 04/12/93	1320	(S) JUD REFERRAL WAIVED
6 04/16/93	1440	(S) RULES RPT 3CAL 1NR 4/16/93
7 04/16/93	1448	(S) READ THE SECOND TIME
8 04/16/93	1448	(S) ADVANCED TO THIRD READING UNAN CONSENT
9 04/16/93	1448	(S) READ THE THIRD TIME SJR 29
10 04/16/93	1449	(S) PASSED Y20 N-
11 04/16/93	1452	(S) TRANSMITTED TO (H)
12 04/19/93	1313	(H) READ THE FIRST TIME - REFERRAL(S)
13 04/19/93	1313	(H) TRANSPORTATION
14 04/19/93	1340	(H) CROSS SPONSOR(S): BRICE

Selection=>

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12
HELP	SUBJ	EXIT	MENU	TEXT	PRINT	BWD	FWD	CMT/JRNL	FIRST	LAST	QUIT

# FISCAL NOTE

No. 1

**STATE OF ALASKA**  
**1993 LEGISLATIVE SESSION**

Bill Version: SJR 29

(S) Publish Date: 4-13-93

Revision Date: \_\_\_\_\_ Dept. Affected: Public Safety  
 Title: "Relating to Federal efforts to require the use of motorcycle helmets in Alaska" BRU: Highway Safety Planning Agency  
 Sponsor: Senator Taylor Component: Federal Grants  
 Requestor: Senate Transportation COMPONENT SERIAL NO. 499

**EXPENDITURES/REVENUES: (Thousands of Dollars) (inflation not included)**

OPERATING	FY 94	FY 95	FY 96	FY 97	FY 98	FY 99
PERSONAL SERVICES						
TRAVEL						
CONTRACTUAL						
SUPPLIES						
EQUIPMENT						
LAND & STRUCTURES						
GRANTS, CLAIMS						
MISCELLANEOUS						
<b>TOTAL OPERATING</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>CAPITAL</b>	-0-	-0-	-0-	-0-	-0-	-0-
<b>REVENUE FUND SOURCE:</b>	-0-	-0-	-0-	-0-	-0-	-0-

**FUNDING: (Thousands of Dollars)**

1002 Federal Receipts						
1003 GF Match						
1004 GF						
1005 GF/Program Receipts						
1006 GF/MHTIA						
Other						
<b>TOTAL</b>	-0-	-0-	-0-	-0-	-0-	-0-

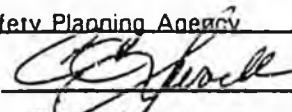
**POSITIONS:**

FULL-TIME	0	0	0	0	0	0
PART-TIME	0	0	0	0	0	0
TEMPORARY	0	0	0	0	0	0

Estimate of current year (FY 93) impact: \$ \_\_\_\_\_

**ANALYSIS: (Attach a separate page if necessary.)**

See attached.

Prepared By: Lorn Campbell Phone: 465-4371  
 Division: Highway Safety Planning Agency Date: 4/9/93  
 Approved by Commissioner:  Date: 4/9/93  
 Agency: Richard I. Burton, Dept. of Public Safety

**PREPARER TO PROVIDE ALL DISTRIBUTION COPIES TO GOVERNOR'S LEGISLATIVE OFFICE**

For further distribution information call the Governor's Legislative Office

If the State fails to enact a mandatory helmet law this session, it will result in a transfer of Federal Highway Funds from the Department of Transportation and Public Facilities to the Highway Safety Planning Agency. Funds to be transferred will come from the National Highway System, the Congestion Mitigation and Air Quality Improvement Program, and the Surface Transportation Program, commencing in FY 95. The transfer will be in the amount of one and one half percent for the first year and three percent each year thereafter.

## No to any helmet law, but do spend on rider education

/ JAMES F. ANDRUS



On Feb. 11, a bill was introduced in the Alaska Senate Transportation Committee which presents Alaskans a most unique set of choices on the issue of motorcycle duty.

Senate Bill 110 would require all Alaska motorcyclists to wear helmets while operating or riding on a motorcycle. Currently, operators over 17 years old need not wear one.

The impetus for SB110 is a requirement imposed on all states by the federal Intermodal Surface Transportation Efficiency Act of 1991. Section 1031 of this law requires all states to enact mandatory helmet and seatbelt laws by certain dates or lose control of part of their federal highway funds.

Here's the unique part. In the past, similar federal laws tried to blackmail states into passing such laws by threatening to take back federal funds if they didn't comply. This tactic is still used for other purposes, raising the thorny issue of states' rights. Many senators and representatives objected to taking this approach again.

That's why this 1991 law is different. Rather than take away federal money, the act specifies that helmet and seatbelt laws must be in place by October 1993 or states must divert 1.5 percent of their federal highway funds into safety programs instead. By October 1994 this percentage would double to 3 percent.

Call it "graymail." Alaska would keep all its federal money but would be forced to spend part of it on safety programs rather than road construction if SB110 doesn't become law. These safety programs are called "section 402" programs, which are enumerated in earlier federal legislation bearing this name.

What kind of money are we talking here? Alaska received over \$150 million from the 1991 law, so 1.5 percent is about \$2.5 million and 3 percent about \$5 million. A good chunk of change — and now Alaska gets to choose how it will be spent!

If SB110 becomes law, Alaska can spend all its money building roads if it likes. If SB110 doesn't become law, Alaska must divert \$5 million into safety programs. What kind of programs could these be?

Section 402 programs can include driver training programs for student drivers as well as motorcycle operators. Section 402 funds could finance public safety messages and aggressive drunk driver interdiction programs like Anchorage's "drunkbusters" or state trooper sobriety roadblocks that were suspended last year for lack of funds. These are only several examples.

Old-timers tell me Anchorage schools stopped driver training in the 1960s to save money. Driving is one of our most essential and most-used skills, yet Alaska takes no interest in formalized professional training that could produce generations of seasoned, responsible drivers less prone to accidents.

Forty states now provide formal training for motorcycle operators, yet Alaska does nothing to follow their lead. All we can think to do is slap helmets on untrained riders. How much good does that do?

The American Motorcyclist Association is a national public interest group representing a million members which protects political interests of motorcyclists in the U.S. Congress. The AMA has surveyed the effectiveness of helmet laws and safety education in many states over many years.

How well do helmet laws work? The AMA reports that in states with such laws, motorcycle casualties remain essentially unchanged. Some states report decreases in casualties up to 7 percent, while other states report increases up to 5 percent. It's a wash, and helmet laws don't achieve their goal of saving lives.

How well does rider training work? California began mandatory rider training in 1986, and motorcycle casualties declined 36 percent there in the next three years. After Ohio began mandatory training for teen-age motorcycle riders, casualties in that age group declined 88 percent! Proof positive that educa-

*At no cost to the state, Alaska can finance \$5 million of safety education and training programs that hold far more promise to save lives than helmet laws.*

tion works better than coercion.

But motorcyclists in states with rider training programs face a chronic problem. Under the crush of budget pressures, state legislators raid whatever programs they can to balance state budgets. Frequent casualties of these raids are rider training programs, even though they are financed from dedicated sources like motorcycle registrations or driver licenses. The battle to save these good programs never ends.

Alaska faces an even bigger legal obstacle to financing rider training. Our state constitution forbids dedicated revenues, so money from license plates and driver licenses must be plowed into the general treasury and cannot be dedicated to training programs.

Federal section 402 funds sidestep this obstacle entirely. At no cost to the state, Alaska can finance \$5 million of safety education and training programs that hold far more promise to save lives than helmet laws.

Here's another way to look at \$5 million. The Alaska Department of Transportation estimates that it

costs \$5 million to \$12 million to build a mile of road in this state. Taking their most conservative estimate, \$5 million worth of safety programs will cost us only one mile of road. One mile of road. Think of it as an insurance premium.

All it will take is citizens or legislators (and newspaper editor with enough vision to see the greater good that can be achieved). People who believe that education works better than coercion. People who believe that government's only legitimate purpose is to protect us from each other, not to protect us from ourselves.

So far this year, at least states have taken this bold step, resisted federal graymail and refused to enact helmet laws. Alaska can follow their lead.

Which will it be, Alaska education or coercion?

[ ] James F. Andrus is the legislative affairs representative for the Anchorage chapter of Alaska Bikers Advocating Training and Education.

NEWSPAPER ARTICLES

### Ordinance creates special class

We will have the opportunity to vote on the sexual orientation ordinance on April 20. If not overturned, this policy will set a precedence. It is not about discrimination. It is about sanctioning homosexuals as a "special class" of people.

Discrimination in any form is wrong. Nevertheless, we should not set apart a group of people for special "protection" based upon their sexual desires and practice. The homosexual community does not meet recognized requirements to qualify as a "special class." They are not a race of people. They are not set apart by economic or political issues. Homosexuals are from every race, ethnic and economic background, and of multi-cultural descent. They are our

### The Sword in the Stone



### Cut wages before raising tax

I have yet to hear one logical argument in favor of a sales tax. Those espousing it say that it will hit the tourists, the transients, the military. But so does a property tax. A property tax is a business expense that is passed on to the consumer as a part of the price paid for the merchandise or service. Anyone who purchases anything in Anchorage borough, regardless of where they live, contributes to the borough coffers of our already-in-existence property tax.

Secondly, the property tax I pay is deductible from my federal income tax. A sales tax is not.

Finally, if we really only need a 2 percent sales tax to make up the anticipated deficit, why are our illustrious assemblymen asking for 4 percent? To pay for the additional costs that will be needed

# FATAL FACTS ABOUT HELMETS

## *A Neurosurgeon Speaks The Truth*

*Editor's Note: The following article demonstrates one of several deadly side effects of helmet use. Although Dr. Cooter recommends limited helmet use, his arguments directly relate to our Freedom F.I.G.H.T. program attack. If you need more information on how we plan to use this report to eliminate mandatory helmet laws and save lives, see pages 28 and 29.*

**D**uring World War II, an English neurosurgeon named Cairns compared the head injuries of crashed motorcyclists wearing helmets with those not wearing helmets. Cairns, a Professor of Neurosurgery at Oxford University, noted that helmeted motorcyclists who had broken their facial bones had less serious brain injuries. Clearly, some impact energy had been absorbed by the face or the helmet. From those early studies, the suggestion came that all motorcyclists should wear a helmet.

The only types available then were "inverted pudding bowl" styles that barely covered the short hair style of the day. These had an inner lining of cork or pulp that was used to absorb energy. During the 1960s, the fighter pilot style became popular because it covered the whole scalp, came in colorful fiberglass shells, and had better energy absorption material inside. Gradually helmet standards arose to ensure that helmets were constructed to a standard level that assured adequate impact performance in controlled helmet impact tests.

During the 1970s, full-face helmets (fighter pilot style plus facial protection) gained popularity. Manufacturers argued that if the fighter pilot style helmet had a chin bar, then the whole head and face could be protected. But this presented the helmet standards committees with a dilemma: How to test the performance of the chin bar component when no one was sure about how far it should deflect in an impact? Some said the chin bar

should be soft and pliable. Others said it should be hard and inflexible. The rigid school won, and efforts were made to stiffen the chin bar by incorporating strong materials to increase its rigidity.

Early medical reports of facial injury patterns in motorcyclists supported the use of full-face helmets because hospital accident and emergency departments were treating far fewer facial cuts and abrasions among bikers wearing full

with head injuries was computerized scanning (CAT scanning). CAT scans could be converted into three-dimensional images to help plan the surgery that crash victims often required. Using CAT scanning techniques, we compared the patterns of injury among 50 motorcyclists admitted to hospitals with 24 motorcyclists killed from similar impacts during the same period. We retrieved the helmets worn and also studied them with

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*Many died in helmets that fitted well, were well adjusted, and were firmly in place at the time of the crash*

facial protection. Indeed, it became rare to see an injured motorcyclist with a facial bone fracture if he wore a full-face helmet. All was well for motorcyclists who came to hospitals for treatment after a crash that involved a head impact.

But what about that ever-growing band of motorcyclists who didn't make it to the hospital? Many died in helmets that fitted well, were well adjusted, and were firmly in place at the time of the crash. Of course, some of these had fatal chest and abdominal injuries, but too many seemed to be dying from impacts they should have survived.

During the 1980s, reports from road accident research units worldwide showed an increasing incidence of a particular fatal skull injury among motorcyclists wearing full-face helmets. This common fatal injury was a skull base fracture—a severe crack across the bones on which the brain sits. To try to explain how these devastating injuries were happening, some associates and I looked in depth at a small number of motorcyclists who had been fatally injured while wearing full-face helmets. At this time, the latest X-ray equipment available for patients

the CAT scanner.

Each motorcyclist's head was considered as a four-layered unit: 1) the helmet, 2) the scalp and facial skin, 3) the skull and facial bones, and 4) the brain. Detailed scientific information was gleaned from each of these layers. This information was then fed into a computer-based coding system for analysis. In addition to the CAT scan information, a detailed autopsy was performed on the fatally injured group. An independent neuropathology review was also performed on the brain of each motorcyclist killed.

When analyzed, our results showed that motorcyclists with broken facial bones usually had been wearing helmets that gave little or no facial protection. Furthermore, they had little in the way of brain injury. In contrast, those motorcyclists killed outright often had no facial injury, even if they suffered an impact to the front of the helmet. They did, however, have skull base fractures and survivable brain injuries. Apparently, the blow to the chin bar had been transmitted to the chin strap, increasing its tightness sufficiently to drive the lower jaw

upward force into the skull base, then, may have caused the fracturing and subsequent brain damage.

The brain damage was concentrated at the critical brain stem region where the spinal cord effectively "plugs into" the base of the brain. Damage in that region is usually instantly fatal.

Were our findings only present by chance in the sample of motorcyclists we studied? To find out, we performed a second study of 988 brains from autopsies performed on road accident victims. These 988 included 36 cases of unequivocal brain stem injury. The proportion of motorcyclists in that series was double the expected figure, and of the 15 motorcyclists, 13 were known to have been wearing helmets at impact and 11 had

Furthermore, the principal impact point was the chin bar in nine of the bikers.

These findings strengthened the possibility that a blow to a rigid chin bar could be transferred via the chin strap to the lower jaw and then to the skull base, with fatal consequences to the fragile brain stem. If this were so, then how could it be prevented? In collaboration with engineering scientists and computer-aided-design (CAD) experts, we devised a series of solutions. Essentially, they involve the incorporation of an energy absorber into the chin bar of a full-face helmet. This would reduce the impact energy transmitted to the brain stem and, hopefully, transfer a potentially fatal impact victim into the survivable range. The wheels of change

atingly slow, but the full-face hel with a soft, pliable chin bar exte may be a suitable alternative.

Let's face it: A motorcyclist's h should be worthy of the head up which it rests.

—Rodney D. Coote

Dr. Rodney Coote is currently the Staff Plastic Surgery at St. James University Hos Leeds, United Kingdom. He trained for five : the Weapon's Research Establishment in S-Australia before completing a four-year tra engineering draftsmanship with Telecom A. He studied medicine at the University of Ad six years before commencing surgical train his surgical training with the Australian Cr Unit, he developed an interest in the engine aspects of injury to the head and face. In hi thesis—*Craniofacial Fracture Patterns*—he the effects of helmets on injury patterns. It follows that intensive study.

## HOW HELMETS CAN KILL

1. Impact to the lower face bar is transmitted via the jaw to the skull.
2. The chin strap forces the jawbone upward.
3. The brain stem is severed.

This pattern of death emerged after four years of research.

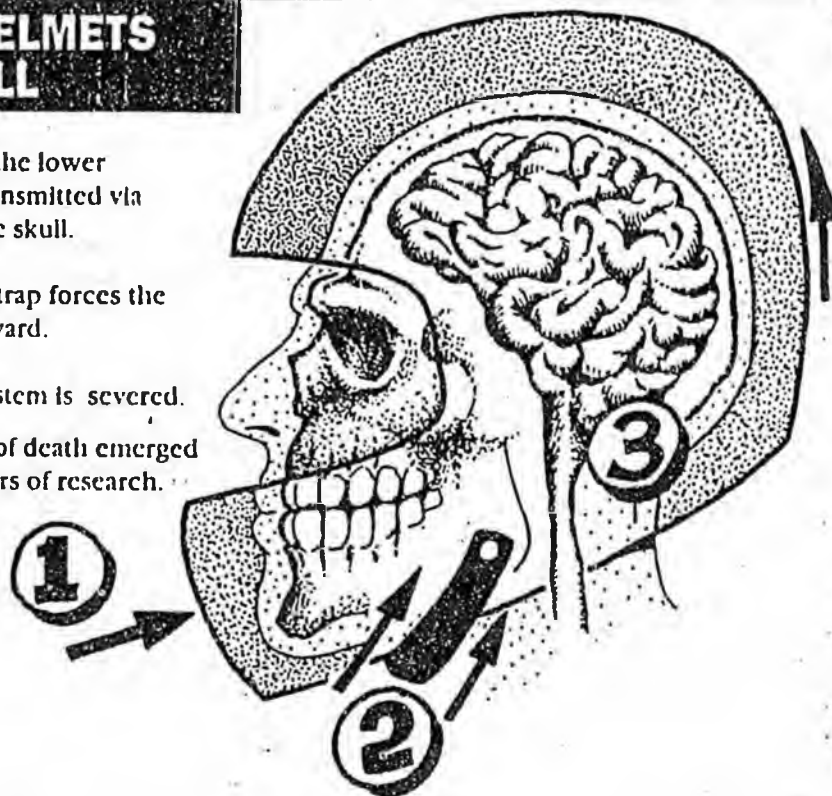


Illustration: Jon Towle

## HELMET ROTATES

# Lane dividers go underground

## State says grooves no hazard to bikes

Bumps in the highway may be a thing of the past, for California has begun experimenting with recessed pavement markers as an alternative to the traditional raised reflectors often used to separate freeway lanes.

Though it would seem that the new markers, set into a four-inch wide by 24-inch-long by 9/16-inch-deep groove hacked out of the roadbed, would offer a severe hazard to bikers, the California Department of Transportation says that controlled tests show that the "recessed markers are more desirable than raised pavement markers."

In tests conducted at the California Highway Patrol Academy, experienced riders — mostly motorcycle cops and instructors — rode a variety of sizes and weights over a series of six recessed markers at speeds of five to seventy miles per hour. Weaving passes over the markers were tried, as was driving over them with underinflated tires.

According to the Caltrans report on the tests, "The riders tried to find any situation

where noticeable negative handling would occur, such as riding down the centerline to place the tires fully into the groove, riding on the groove edges, riding in circles so that one reflector was repeatedly encountered at low leaning angles, and panic stops that included rear-wheel lockup."

After completion of the tests on dry pavement, the whole drill was repeated with the test section watered down sufficiently to fill the grooves and leave the road surface wet.

"Regardless of motorcycle size, tire size, general tread pattern, angle of encounter, lean angle, or speed, the recessed markers produced only a slight bump," Caltrans concluded. Even when the pavement was wet, there was no squirming or any kind of directional instability. "The motorcyclists involved all believed that the recessed markers are less dangerous than raised markers."

Caltrans officials believe the recessed markers will last substantially longer and require less maintenance than the current raised markers.



## In Australia, 98 Victims Out Of 100 Wore Helmets

Twenty-two percent of people killed on Queensland roads so far this year have been on motorcycles.

This is a 7-percent rise from last year when 87 motorcyclists were among the 555 road victims for the year. Police said only two of the victims this year were not wearing crash helmets.

There have been 100 people killed on our roads so far this year — 12 more than for the same period last year. Of the 100, 20 were motorcycle riders and 2 were pillion passengers.

The statistics showed that 16 of the 22 were under the age of 23.

The Assistant Police Commissioner (Traffic), Mr. Jim Purcell, said he was disappointed. "Many young motorcyclists seem to be unaware of the power generated by their machines. They do not seem to have the experience to control their machines safely in an emergency," he said.

Acting head of the Metropolitan Traffic Branch, Insp. Cec Horne, said, "There has been an increase in the number of motorcycles on our roads because of the petrol price rises.

"More people are using motorcycles because they find they are economical transport.

"This means there are more inexperienced motorcycle riders on our roads. Unfortunately,

some of them are learning some bad riding habits.

"Motorcyclists have been seen riding too close to vehicles in front of them and in 'blind spot,' where a car driver cannot see them in his vision mirror.

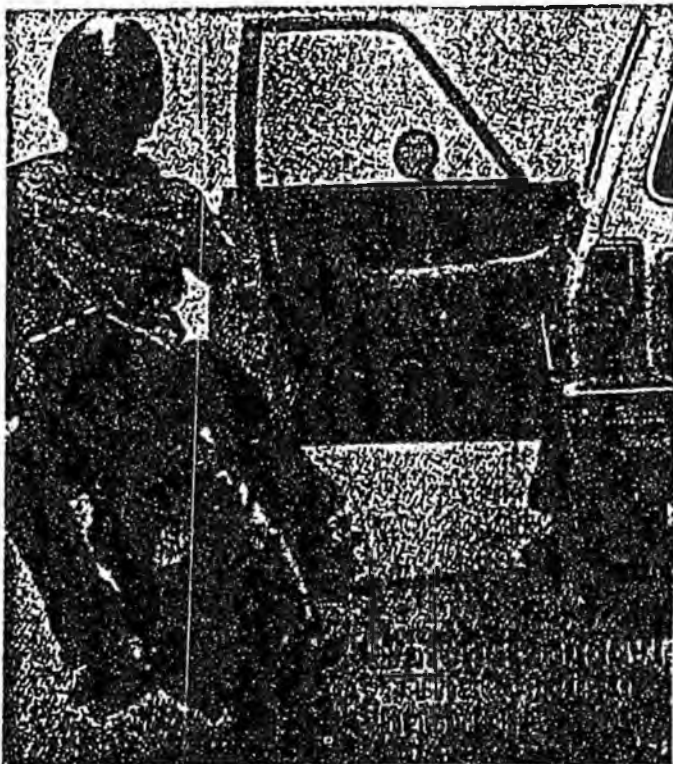
"Traffic police also noticed that some inexperienced motorcyclists ride to the side of a lane. They believe by doing this they can swing around the vehicle in front of them if it stops suddenly.

"This is a very bad habit. If a rider fails to realize that a vehicle in front turns, swerves, or stops suddenly, he will swing into it. And, because he is swinging to one side of the lane, he gets into the driver's spot.

"We have also found trouble on wet days by riding too close to vehicles. In weather, drivers wind up windows and cannot hear a motorcycle coming up behind them," Insp. Horne said.

The Transport Minister, Queensland Road Safety Council chairman, Mr. Don Lane, said, "The statistics paint a very alarming picture."

Mr. Lane said the Queensland Road Safety Council is conducting a safe-driving course for motorcyclists and urged riders to attend. — *The Courier-Mail, Brisbane, Australia.*



# Good reasons to abolish lid laws (Try 'em on your legislators for size)

A couple of times every year, we try to gather together in one place some of the major arguments against mandatory helmet laws. This particular list was generated by Bipartisans Against Discriminatory Legislation (B.A.D.L.), a small-but-determined bikers' rights group out of Northern California. For information on joining, write to B.A.D.L., 20175 Ricardo Ave., Hayward, CA 94541.

- Statistics verified by the AMA and the MSF show that Iowa, Wisconsin, South Dakota, and Kansas are the four safest states to ride in. None of them mandates helmets for a jults.
- The federal Department of Transportation has admitted that no helmet on the market can reject impact stress above 12mph.
- In one DOT study, 90 percent of all helmets failed to meet even that 13mph standard.
- A study by the University of Utah Speech and Hearing Clinic found that helmets can confuse and disorient riders by restricting hearing and distorting sound direction.
- In July, 1980, the American College of Surgeons Committee on Trauma warned that improperly taking a helmet off an injured person could cause permanent paralysis.
- Dr. D.M. Kuland of Rhode Island Hospital has reported that *concussions without fractures* can be caused by helmets. These can lead to massive internal head swelling and paralysis or even death.
- Rhode Island had a 166.7 percent increase in motorcycle-related fatalities after putting a mandatory helmet law into effect.
- Car drivers and passengers, even those wearing seat belts, suffer a far greater number of head injuries than motorcyclists, yet no one is suggesting they wear helmets.
- Neck injuries and fatalities in New York state jumped 75 percent the year the state's helmet law went into effect.
- In New Jersey, motorcycle deaths soared 340 percent after a helmet law was passed.
- Temperatures can reach 130 inside a full-coverage helmet. Heat-related factors contributing to accidents and deaths include fatigue, nausea, lightheadedness, blurred vision, loss of visual perception, and fainting.
- California Highway Patrol statistics show that motorcyclists voluntarily use helmets 50 percent of the time, auto drivers voluntarily use seat belts 20 percent of the time, and auto drivers in seat belt-law states use belts 47 percent of the time.
- A study by the Utah Highway Safety Department showed that helmet usage does not significantly affect the severity of head injuries.
- The Kansas Department of Health and Environment reported that it could find no evidence of increased motorcycle fatalities after repeal of the Kansas helmet law.
- Testing at the University of Technology in Sothenburg, Sweden, established that helmets slide only two thousandths of an inch before grabbing. Such sudden stopping of the helmet twists the head and may cause the brain to move inside the skull, rupturing arteries and causing permanent brain damage.

## Helmet Almost Electrocutes Man



Richard Blair, 40, of Arizona, was riding his motorcycle on U.S. 9 out of Phoenix when he was struck by lightning. The bolt ran up his leg, then leaped from his right shoulder to the metal chin strap clasp and entered his right ear, exploding the eardrum, then sizzling through a portion of his brain before escaping. Richard spasmodically opened the throttle as he slumped unconscious against his son, Kvik, and took off down the highway. The bluish-white flash had burned a hole through the

center of Richard's forehead as he rested against his son on the speeding motorcycle. Kvik groped for the handlebars for almost two miles before he was able to reach the clutch and finally bring the scooter to a halt.

When he reached the hospital, Richard's face was blue, he had no respiration, the hair on his arms was charred, and the tips of his shoes were blown off. He was in a coma for two days. In October of '87 he was still suffering from deafness, severe muscle pain, nerve damage, and short-term memory loss.

# Lidless states rated safest in nation

Nationwide statistics gathered by the Motorcycle Safety Foundation show, astoundingly enough, that the four safest states to ride a bike in have no statewide mandatory helmet law for adults.

Averaging the number of accidents per 10,000 bike registrations, the number of fatal

accidents per 10,000 registrations, and the number of deaths per 100 accidents, the MSF rated the states from most safe to least safe.

Topping the list were Iowa, no helmet law; Wisconsin, helmets required only for riders under 19; South Dakota, no helmet law; and Kansas,

helmets required only for riders under 18, except within the city limits of some towns that require them for everyone.

One thing most of the safest states have in common is an aggressive motorcycle licensing program. Kansas, for example, uses a modified version of the MSF's Motorcycle Oper-

ator Skill Test, which is credited with reducing bike accidents by 15 percent in states that have adopted it.

In Kansas the driver is tested on shifting, turning, stopping control, and cone weaves. Recently, reacting to the fact that most bike accidents are caused by careless cagers turning in front of bikes, Kansas added two other elements to its test: a quick stop and an evasive swerve.

According to Kansas officials, riders proficient in these emergency maneuvers stand a far better chance of avoiding winding up with their bodies pasted to the pavement and their bikes planted in the back seat of some old lady's Plymouth.

Explaining their tough attitude toward licensing, one Kansas official said, "If you can't do the maneuver on an off-the-street course, on the bike you will be driving, then you shouldn't be driving on the street where you will face real-life situations you're not prepared to handle."

*The good we do . . .  
never remembered; the bad never forgotten*



## So-called "safety helmet" strangles cyclist to death

Many so-called motorcycle safety experts aren't going to like this story, but facts are facts.

Eugene J. Hannahoe, 22, of Stony Creek Mills, Pa., was found dead on his bike in a driveway about 3 a.m. recently, his left handlebar wedged underneath the back of his "safety" helmet.

According to Berks County Coroner Michael Feeny, Hannahoe must have been coasting into the driveway when he ducked to avoid a low-hanging tree branch. Feeny speculates that the rider lost his balance and, as he started to fall, caught his helmet on the handlebar, causing the lid's chin strap to strangle him to death.





# Easymews

"If it's for the betterment of biking, we'll print it."

## More Meat for Helmet Law Opposition

In the July issue of *Traffic Safety* magazine, Mr. Robert Parentl of the Utah Highway Safety Division has turned the spotlight on an on-going motorcycle study that may have far-reaching effects on the future of helmet laws, as well as giving significant insight into the causes of motorcycle accidents.

In the study, conducted by Utah's Highway Safety Division, over 220 separate motorcycle accidents were put into a statistical format and analyzed by computer. The 220 accidents mentioned were chosen because of the availability of complete information about the crashes.

The study found that motorcycle driving experience was the most significant factor involved in a cycling accident. It was discovered that 85 per cent

of the cyclists involved in crashes had less than five years experience in driving motorcycles. Perhaps even more significant was the fact that 52 per cent of the cyclists had less than two years riding experience.

It was also found that experience on the particular motorcycle driven by the cyclist was less than one year in over 75 per cent of the crashes.

Another discovery was that cyclists may have a better overall driving record than automobile drivers. Over 78 per cent of the cyclists had never had a mishap before, over 80 per cent had never had their license suspended, and over 98 per cent had never had a DWI conviction.

**Helmet Findings.** Possibly the most interesting finding of the analysis con-

cerned the relationship of safety helmets and the severity of head injury. In the analysis, the helmet was investigated solely as a protective device that might affect the degree of head injury sustained in a motorcycle crash. Through a series of analytical procedures, "statistically verifiable" conclusions were reached that demonstrate that the helmet is not significantly (emphasis ours, Ed.) related to the severity of head injuries. This does not mean that the head is going to be injured with or without a helmet. It means that if you're going to get your skull crushed, a helmet may not prevent that crushing. If you wear that helmet, the chances of your head being injured are demonstrably reduced.

—from *Drivers' Magazine*

## Helmets Make Noise

My biggest gripe about helmets is the noise they create. Tests made at the University of Utah (Mechanical & Industrial Engineering Dept.) show clearly that a helmet doesn't reduce sound levels any significant amount. In fact the wind whistling between the helmet's shell and the rider's head actually increases noise. It is true, I could put my helmet on and carry on a conversation with you, as long as I was standing still. At 55 mph the slipstream of wind passing the helmet creates a definite noise. Under OSHA standards you should ride just 21 minutes a day at that speed, less with a headwind, before you risk a 15% chance of permanent damage to your hearing. The test results generally agree with those of one done by the USDA Forest Equipment Development Center (Calif.) in 1974.

—from Carl Stock, Old Dominion Motorcycle Association, P.O. Box 136, Vienna, Va. 22180.

## Full-face Helmets May Be Dangerous



England: Dr. Tom Ravensdale of Great Britain has come up with a whole 'nother helmet controversy. He fears motorcycle riders wearing full-face helmets may be gassing themselves with concentrated carbon dioxide from their own breath. Ravensdale claims to know of numerous accidents that have no apparent cause, but where the common denominator is a full-face helmet with visor down, sometimes aggravated by scarves or clothing around the neck, that may seal the base of the helmet.

Said Ravensdale, "In these accidents, the riders all had the visors down and just went slap into something, like the back of a parked vehicle."—from the AMA Government Report.

## Beware—Motorcycle Restraints

Ohio: "The Moped Report," by the Ohio Traffic Safety Education Center, recommends that both mopeds and motorcycles come equipped with an automatic restraint system, such as an air bag, higher seats to change the trajectory of the rider if a collision should occur, and energy-absorbing structures above the front wheel to soften the impact of the operator against the vehicle. The report also calls for the addition of a knee bar with an energy-absorbing structure as close as possible to the knee and lower leg to



Improve the upward trajectory of the operator if a front-end collision with an auto occurs.—from the *International Motorcycle Trade Journal*

# **CORRECTION**

**THIS DOCUMENT  
HAS BEEN REPHOTOGRAPHED  
TO ASSURE LEGIBILITY**

# EASINEWS



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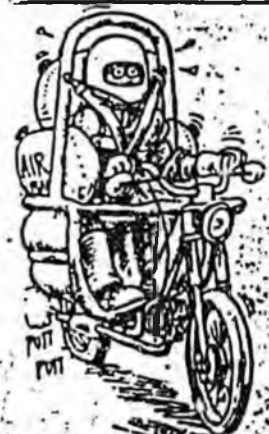


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# FASHIONS

"If it's for the betterment of biking, we'll print it."

## Head Injuries With Helmets?

**S**weden: A Swedish research team has carried out a series of experiments on three police helmets and discovered they could provide inadequate protection in the types of impact usually sustained in road accidents.

The British Standards Institution, which issues British safety kite marks, said it was giving the matter serious consideration.

In the majority of crashes, helmets strike the road at an oblique angle and this can make the brain spin in various layers, resulting in untreatable brain damage. However, BSI safety tests, which all helmets sold in Britain must pass, subject the helmet only to right-angle blows.

About 720 of the 1200 people killed in motorcycle accidents in 1977 died from head injuries even though they were

wearing helmets.

Dr. Basil Aldman, professor of Traffic Safety at the Chalmers University of Technology in Gothenburg, Sweden, tested three Everak police helmets, subjecting them to 14 separate tests at speeds from 21 to 37 mph.

Even under the most favorable conditions at the lowest speed, the rotational forces produced by the impact were at a level likely to cause serious injury. In the severest test they were almost twice as bad.

The Swedish team stressed, however, that the helmets tested were no worse than others on the market.

"No one has designed a helmet for this type of test," he said. "I do not think better alternatives are available." —from ABATE of Michigan, Box 1032, Dearborn, Michigan 48121.

head when he falls—causing him to break his neck."

And the bigger the helmet, the worse the rotating effect. At best, the weight tears the helmet off the rider's head on first impact, but in just one Surrey hospital in the past 18 months seven riders have been admitted dead—killed by their crash helmets.

Investigations revealed that the chin area of their helmets broke as they crashed, jagged pieces of fiberglass stabbed them in the jugular vein or carotid artery, and they bled to death.

Mr. Hadfield adds that the number of neck injuries among motorcyclists is higher than was previously thought, and that many riders, said to have died of head injuries, in fact were killed by high neck damage resulting from full-face helmets.

"Hard fiberglass or plastic bounces on impact in a crash, and the bounce has to be absorbed by the head and neck of the rider." —from ABATE of New York, Schenectady, New York 12309.

## Beware Of Killer Helmets

**B**ritain: The modern full-face helmet, as worn by over one million motorcyclists in Britain, could be a killer.

The orthopedic surgeon and chief medical officer for the British Motorcycle Racing Club, Mr. Gordon Hadfield, claims that many modern helmets are "designed to fulfill riders' desires to imitate their race track heroes and not to protect them in accidents.

"These helmets are so heavy that they rotate the rider's





**STATES SAY NO TO BLACKMAIL**

Lawmakers in three states now agree: The federal government has no business trying to blackmail them into passing mandatory helmet-use laws.

Over the past several months, the AMA has learned that legislators in Illinois, Rhode Island and Tennessee have decided to oppose the federal government's attempts to coerce them into passing helmet laws. Representatives in each state have approved resolutions calling on the U.S. Congress to abandon its federal helmet blackmail plan.

That plan, passed as part of the 1991 federal highway funding bill, works like this: Any state that fails to pass a mandatory helmet-use law by October of this year will lose control over 1½ percent of its federal highway safety fund allocations. Those states that fail to comply by October 1994 would lose control over even more.

Since that measure was passed, only one state—Maryland—has

complied by passing a law requiring helmet use by all street motorcyclists. However, a number of other states have considered such laws.

The resolutions passed in Illinois, Rhode Island and Tennessee indicate that at least some state legislatures resent this attempted intrusion into their affairs. And lawmakers in four other states—Colorado, Minnesota, South Carolina and Wisconsin—have considered similar resolutions in recent months.

**OFF-ROADERS SUFFER SETBACK**

Off-highway motorcyclists in Pennsylvania have suffered a serious setback in their attempt to improve the state's trail-riding opportunities.

Recently, Gov. Robert Casey vetoed a bill that would have set up a statewide motorcycle trail-funding program. The plan would have paid for trail construction and maintenance through registration fees on off-highway motorcycles.

The governor didn't veto the bill because of the motorcycle trails pro-

vision. Instead, he opposed an unrelated part of the legislation that dealt with the state's drunken-driving law. However, that killed off the entire bill, and wiped out all the progress motorcyclists made during the '92 legislative session.

Fortunately, plans are already underway to revive the motorcycle registration provision this year.

"A motorcycle trail program for Pennsylvania would open up more riding opportunities for more people, while ensuring that the trails are maintained in harmony with the environment," says Eric Lundquist, AMA legislative affairs specialist. "For that reason, we'll be working hard to make sure riders get another shot at making this program a reality."

Pennsylvania will be one important battleground on this issue in the upcoming months, but it's not the only state where off-road riders are trying to establish funding programs. At least two other states—Minnesota and West Virginia—are expected to consider similar measures.

**RIDER-ED STAGES COMEBACK**

How's this for a comeback?

After being shot down by a governor's veto late in 1992, motorcyclists in Missouri have already started crusading for passage of a rider-education program this year.

Even before the new legislative session began, a measure to establish a motorcyclist-funded rider-education program in the state had been "pre-filed" for consideration.

Last year, motorcyclists succeeded in pushing that program through both houses of the Missouri Legislature, only to see the plan dismantled by a veto from then-Gov. John D. Ashcroft. Since then, however, Missouri voters have elected a new governor, Mel Carnahan, giving new hope to supporters of the rider-ed plan, designated as Senate Bill 53.

Jerry Barnett

103D CONGRESS  
1ST SESSION

# S. 295

To amend title 23, United States Code, to remove the penalties for States that do not have in effect safety belt and motorcycle helmet traffic safety programs, and for other purposes.

---

## IN THE SENATE OF THE UNITED STATES

FEBRUARY 3 (legislative day, JANUARY 5), 1993

Mr. DURENBERGER (for himself, Mr. KOHL, Mr. BAUCUS, Mr. SMITH, Mr. GRASSLEY, Mr. CAMPBELL, Mr. LEAHY, Mr. KEMPTHORNE, Mr. ROTH, Mr. LUGAR, Mr. COHEN, Mr. BROWN, Mr. SIMPSON, Mr. CONRAD, Mr. BURNS, Mr. DORGAN, Mr. COATS, Mr. JEFFORDS, and Mr. WALLOP) introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

---

## A BILL

To amend title 23, United States Code, to remove the penalties for States that do not have in effect safety belt and motorcycle helmet traffic safety programs, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. USE OF SAFETY BELTS AND MOTORCYCLE HEL-**  
4 **METS.**

5 Section 153 of title 23, United States Code, is  
6 amended—



**MOTORCYCLE RIDERS FOUNDATION, INC.**



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**S.295**  
**Sponsor - Senator Durenberger**  
**Introduced February 3, 1993**

**Co-Sponsors**

<u>Senator</u>	<u>Party/State</u>	<u>Date Signed-on</u>
Baucus, Max	D-Montana	02/03/93
Brown, Hank	R-Colorado	02/03/93
Burns, Conrad	R-Montana	02/03/93
Campbell, Ben	D-Colorado	02/03/93
Coats, Dan	R-Indiana	02/03/93
Cohen, William	R-Maine	02/03/93
Conrad, Kent	D-North Dakota	02/03/93
Dorgan, Byron	D-North Dakota	02/03/93
<b>Durenberger, Dave</b>	<b>R-Minnesota</b>	02/03/93
Gregg, Judd	R-New Hampshire	02/16/93
Grassley, Charles	R-Iowa	02/03/93
Jeffords, James	R-Vermont	02/03/93
Kempthorne, Dirk	R-Idaho	02/03/93
Kohl, Herb	D-Wisconsin	02/03/93
Leahy, Patrick	D-Vermont	02/03/93
Lugar, Richard	R-Indiana	02/03/93
Roth, William	R-Delaware	02/03/93
Simpson, Alan	R-Wyoming	02/03/93
Smith, Robert	R-New Hampshire	02/03/93
Thurmond, Strom	R-South Carolina	02/16/93
Wallop, Malcolm	R-Wyoming	02/03/93

Total Sponsors = 21    02/16/93

**INFORMATION \* COMMUNICATION \* ASSISTANCE**

P.O. Box 1808, Washington, D.C. 20013-1808 • (202) 546-0983 • FAX# (202) 546-0986

103D CONGRESS  
1ST SESSION

# H. R. 799

To amend title 23, United States Code, to repeal a penalty for noncompliance by States with a program requiring the use of safety belts and motorcycle helmets.

---

## IN THE HOUSE OF REPRESENTATIVES

FEBRUARY 3, 1993

Ms. SNOWE (for herself, Mr. RAMSTAD, Mr. FRANK of Massachusetts, Mr. GRANDY, Mr. PALLONE, Mr. BOEHNER, Mr. FAWELL, Mr. HANSEN, Mr. LIVINGSTON, Mr. MYERS of Indiana, Mr. KOPETSKI, Mr. PETRI, Mr. CRANE, Mr. JACOBS, Mr. SWETT, Mr. GILLMOR, Mr. INHOFE, Mrs. VUCANOVICH, Mr. ROEMER, Mr. ROHRBACHER, Mr. HASTERT, Mr. DOOLITTLE, Mr. STUMP, Mr. GOSS, Mr. THOMAS of Wyoming, Mr. PETERSON of Minnesota, Mr. GALLEGLY, Mr. GRAMS, Mr. MINGE, Mr. LEHMAN, Mr. LIGHTFOOT, Mr. PENNY, Mr. HANCOCK, Mr. ORTON, Ms. KAPTUR, Mr. BEREUTER, Mr. SENSENBRENNER, Ms. DANNER, Mr. ZIMMER, Mr. BURTON of Indiana, Mr. ZELIFF, Mr. SHARP, Mrs. THURMAN, and Mr. POSHARD) introduced the following bill; which was referred to the Committee on Public Works and Transportation

---

## A BILL

To amend title 23, United States Code, to repeal a penalty for noncompliance by States with a program requiring the use of safety belts and motorcycle helmets.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

**MRF****MOTORCYCLE RIDERS FOUNDATION, INC.**

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**H.R.799****Sponsor - Congresswoman Snowe****Introduced February 3, 1993****Co-Sponsors**

<u>Representative</u>	<u>Party/State</u>	<u>Date Signed-on</u>
Abercrombie, Neil	D-Hawaii	02/04/93
Bereuter, Doug	R-Nebraska	02/03/93
Boehner, John	R-Ohio	02/03/93
Burton, Dan	R-Indiana	02/03/93
Crane, Philip	R-Illinois	02/03/93
Danner, Pat	D-Missouri	02/03/93
Doolittle, John	R-California	02/03/93
Fawell, Harris	R-Illinois	02/03/93
Frank, Barney	D-Massachusetts	02/03/93
Franks, Gary	R-Connecticut	02/16/93
Gallegly, Elton	R-California	02/03/93
Gillmor, Paul	R-Ohio	02/03/93
Goss, Porter	R-Florida	02/03/93
Grams, Rod	R-Minnesota	02/03/93
Grandy, Fred	R-Iowa	02/03/93
Gunderson, Steve	R-Wisconsin	02/16/93
Hamilton, Lee	D-Indiana	02/04/93
Hancock, Mel	R-Missouri	02/03/93
Hansen, James	R-Utah	02/03/93
Hastert, J. Dennis	R-Illinois	02/03/93
Hoke, Martin	R-Ohio	02/16/93
Hyde, Henry	R-Illinois	02/04/93
Inhofe, James	R-Oklahoma	02/03/93
Jacobs, Andrew	D-Indiana	02/03/93
Kaptur, Marcy	D-Ohio	02/03/93
Klug, Scott	R-Wisconsin	02/18/93
Kolbe, Jim	R-Arizona	02/18/93
Kopetski, Mike	D-Oregon	02/03/93
LaRocco, Larry	D-Idaho	02/16/93
Lehman, Richard	D-California	02/03/93

(Page 1 of 2)

INFORMATION \* COMMUNICATION \* ASSISTANCE

<u>Representative</u>	<u>Party/State</u>	<u>Date Signed-on</u>
Lightfoot, Jim	R-Iowa	02/03/93
Livingston, Bob	R-Louisiana	02/03/93
Long, Jill	D-Indiana	02/16/93
Manzullo, Donald	R-Illinois	02/16/93
McCloskey, Frank	D-Indiana	02/04/93
Minge, David	DFL-Minnesota	02/03/93
Myers, John	R-Indiana	02/03/93
Orton, Bill	D-Utah	02/03/93
Pallone, Frank	D-New Jersey	02/03/93
Peterson, Collin	DFL-Minnesota	02/03/93
Penny, Timothy	DFL-Minnesota	02/03/93
Petri, Thomas	R-Wisconsin	02/03/93
Poshard, Glenn	D-Illinois	02/03/93
Ramstad, Jim	R-Minnesota	02/03/93
Roemer, Tim	D-Indiana	02/03/93
Rohrabacher, Dana	R-California	02/03/93
Sensenbrenner, Jim	R-Wisconsin	02/03/93
Sharp, Philip	D-Indiana	02/03/93
Snowe, Olympia	R-Maine	02/03/93
Spence, Floyd	R-South Carolina	02/18/93
Stump, Bob	R-Arizona	02/03/93
Swett, Dick	D-New Hampshire	02/03/93
Thomas, Craig	R-Wyoming	02/03/93
Thurman, Karen	D-Florida	02/03/93
Vucanovich, Barbara	R-Nevada	02/03/93
Zeliff, Bill	R-New Hampshire	02/03/93
Zimmer, Dick	R-New Jersey	02/03/93

Total Sponsors = 57      02/18/93

(Page 2 of 2)

1 HOUSE JOINT RESOLUTION: 10

2 WHEREAS, The Tenth Amendment to the U.S. Constitution, 16  
3 part of the original Bill of Rights, reads as follows, "The 17  
4 powers not delegated to the United States by the 18  
5 Constitution, nor prohibited by it to the states, are 19  
6 reserved to the states respectively, or to the people"; and

7 WHEREAS, The limits on Congress' authority to regulate 22  
8 states activities, prescribed by the Tenth Amendment, have 23  
9 gradually been eroded, and federal mandates to the states 24  
10 which infringe on these protected areas have become almost  
11 commonplace; and

12 WHEREAS, The regulation of traffic and motor vehicle 27  
13 safety laws is constitutionally the province of state, not 28  
14 congressional, authority; and

15 WHEREAS, A recently-passed federal mandate would require 31  
16 a percentage of federal highway funds to be transferred from 32  
17 states which do not enact statutes requiring the use of 33  
18 helmets by motorcyclists by October 1, 1994; and

19 WHEREAS, While the stated goals of such federal mandates, 36  
20 to reduce highway fatalities and injuries through increased 37  
21 use of motorcycle helmets, is certainly praiseworthy, it is 38  
22 the opinion of this General Assembly that the passage of such 39  
23 legislation by the U.S. Congress would be a blatant 40  
24 transgression upon the states' regulatory authority under the  
25 Tenth Amendment; therefore, be it 41

26 RESOLVED, BY THE HOUSE OF REPRESENTATIVES OF THE 43  
27 EIGHTY-SEVENTH GENERAL ASSEMBLY OF THE STATE OF ILLINOIS, THE 44  
28 SENATE CONCURRING HEREIN, that this General Assembly most 45  
29 fervently urges the U.S. Congress to repeal those sections 46  
30 which impinge upon the states' constitutional authority to 47  
31 regulate traffic and motor vehicle safety within their  
32 respective boundaries, and, specifically, to refrain from 48

As of 4/06/93, 15 states had passed  
Resolutions opposing mandatory helmet  
laws.

1 mandating the passage of state laws requiring the use of 49  
 2 motorcycle helmets; and be it further

3       RESOLVED, That suitable copies of this preamble and 51  
 4 resolution be presented to the Speaker of the U.S. House of 52  
 5 Representatives, the President Pro Tempore of the U.S. 53  
 6 Senate, and to each member of the Illinois Congressional 54  
 7 Delegation, urging them in the performance of their elected 55  
 8 responsibilities, to protect and strengthen the position of  
 9 the states in the federal union, avoid intrusion upon states 56  
 10 prerogatives and afford protection to the proper governing 57  
 11 authorities of the states.

1993-1994

SENATE COMMUNITY & REGIONAL AFFAIRS COMMITTEE

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MICROFICHE #

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ANNUAL BOUNDARY COMM. REPORT, 2/22/94

LBC (LOCAL BOUNDARY COMM.)  
RECOMMENDATIONS TO TITLE 29

WHITTIER REDEVELOPMENT & URBAN  
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1993-1994

SENATE COMMUNITY & REGIONAL AFFAIRS COMMITTEE

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1993-1994  
SENATE COMMUNITY & REGIONAL AFFAIRS COMMITTEE  
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HB 259

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HB 398

HB 427

HB 446

HB 467

HB 543

HJR 37



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*Jerry Duncan*  
Signature of Camera Operator

10/1/97  
Date

MTG.

Notices



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-1182  
(907) 465-4389

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### AGENDA

April 28, 1994  
9:00 AM

Butrovich Room  
Room 205

1. Call to Order (time and members present)
2. HB 467 - AHFC Housing Loans  
Sponsor - Rep. Maclean  
Teleconference
3. SB 427 - Compensation: Local Boundary Commission  
Sponsor - HCRA by request of LBC  
LBC Staff - Dan Bockhorst
4. Adjourn



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-1182  
(907) 465-4989

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### AGENDA

April 26, 1994  
9:00 AM

Butrovich Room  
Room 205

1. Call to Order (time and members present)
2. HB 259 - General Grant Land Entitlement  
Sponsor - House Rules Committee - Rep. Carl Moses  
Teleconference
3. SB 375 - General Grant Land Entitlements  
Sponsor - Senate Judiciary Committee - Senator Al Adams  
Teleconference
4. Adjourn



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-1182  
(907) 465-4989

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### MEMORANDUM

TO: Nancy Quinto, Senate Secretary

FROM: Senator Randy Phillips, Chair <sup>RED</sup>  
Community & Regional Affairs Committee

DATE: April 21, 1994

SUBJECT: Meeting Schedule

---

Senate Community and Regional Affairs Committee will meet at  
9:00 am in the Butrovich Room on:

Tuesday, April 26, 1994

HB 543	Unvented Gas Heaters In Residential Bldgs
HB 259	General Land Grant Entitlement
SB 375	General Grant Land Entitlement

Thursday, April 28, 1994

HB 543	Unvented Gas Heaters In Residential Bldgs
HB 259	General Grant Land Entitlement
CB 375	General Grant Land Entitlements
HB 467	AHFC Housing Loans
HB 427	Compensation, Local Boundary Commission



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-1182  
(907) 465-4989

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### MEMORANDUM

TO: Nancy Quinto, Senate Secretary

FROM: Senator Randy Phillips, Chair  
Community & Regional Affairs Committee

DATE: April 22, 1994

SUBJECT: Meeting Schedule

---

Senate Community and Regional Affairs Committee will meet at  
9:00 am in the Butrovich Room on:

**\*\*REVISED\*\***

Tuesday, April 26, 1994

HB 259 General Land Grant Entitlement  
SB 375 General Grant Land Entitlement

Thursday, April 28, 1994

HB 259 General Grant Land Entitlement  
SB 375 General Grant Land Entitlements  
HB 467 AHFC Housing Loans  
HB 427 Compensation, Local Boundary Commission



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-1182  
(907) 465-4989

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### MEMORANDUM

TO: Nancy Quinto, Senate Secretary

FROM: Senator Randy Phillips, Chair <sup>REP</sup>  
Community & Regional Affairs Committee

DATE: April 21, 1994

SUBJECT: Meeting Schedule

---

Senate Community and Regional Affairs Committee will meet at  
9:00 am in the Butrovich Room on:

Tuesday, April 26, 1994

HB 543 Unvented Gas Heaters In Residential Bldgs  
HB 259 General Land Grant Entitlement  
SB 375 General Grant Land Entitlement

Thursday, April 28, 1994

HB 543 Unvented Gas Heaters In Residential Bldgs  
HB 259 General Grant Land Entitlement  
SB 375 General Grant Land Entitlements  
HB 467 AHFC Housing Loans  
HB 427 Compensation, Local Boundary Commission



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-182  
(907) 435-4989

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### AGENDA

April 21, 1994  
9:00 AM

Butrovich Room  
Room 205

1. Call to Order (time and members present)
2. HB 543 - Unvented Gas Heaters In Residential Bldgs  
Sponsor - House State Affairs Committee - Rep. Al Vezy  
Staff - Mr. Joseph Easaw  
Offnet Teleconference Sites
3. HB 259 - General Grant Land Entitlement  
Sponsor - House Rules Committee - Rep. Carl Moses  
Teleconference
4. SB 375 - General Grant Land Entitlements  
Sponsor - Senate Judiciary Committee - Senator Al Adams  
Teleconference
5. Adjourn



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-1182  
(907) 465-4989

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### MEMORANDUM

TO: Nancy Quinto, Senate Secretary  
FROM: Senator Randy Phillips, Chair  
Community & Regional Affairs Committee  
DATE: April 19 1994  
SUBJECT: Meeting Schedule

---

Senate Community and Regional Affairs Committee will meet at  
9:00 am in the Butrovich Room on:

**\*\*REVISED\*\***

Tuesday, April 19, 1994

HB 543	Unvented Gas Heaters In Residential Bldgs
HB 259	General Land Grant Entitlement
SB 375	General Grant Land Entitlement

Thursday, April 21, 1994

Bill's Previously Heard - Held Over

HB 543	Unvented Gas Heaters In Residential Bldgs
HB 259	General Land Grant Entitlement
SB 375	General Grant Land Entitlement



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-1182  
(907) 465-4989

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### MEMORANDUM

TO: Nancy Quinto, Senate Secretary

FROM: Senator Randy Phillips, Chair  
Community & Regional Affairs Committee

DATE: April 14, 1994

SUBJECT: Meeting Schedule

---

Senate Community and Regional Affairs Committee will meet at  
9:00 am in the Butrovich Room on:

Tuesday, April 19, 1994

HB 543	Unvented Gas Heaters In Residential Bldgs
HB 259	General Land Grant Entitlement
SB 375	General Grant Land Entitlement

Thursday, April 21, 1994

Bill's Previously Heard



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-1182  
(907) 465-4989

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### AGENDA

April 14, 1994  
9:00 AM

Butrovich Room  
Room 205

1. Call to Order (time and members present)
2. Presentation Whittier Redevelopment & Urban Design  
Mr. Gary Williams - City Manager - Whittier  
Mr. Jim Barnett - City Attorney
3. Adjourn



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-1182  
(907) 465-4989

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### MEMORANDUM

TO: Nancy Quinto, Senate Secretary

FROM: Senator Randy Phillips, Chair *REP*  
Community & Regional Affairs Committee

DATE: April 11, 1994

SUBJECT: Meeting Schedule

---

Senate Community and Regional Affairs Committee will meet at  
9:00 am in the Butrovich Room on:

**\*\*REVISED\*\***

Tuesday, April 12, 1994

SB 372 Alcoholic Beverages: Local Option & Misc.

Thursday, April 14, 1994

Presentation On Whittier Redevelopment Plan

\*Bills Previously Heard\*



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-1182  
(907) 465-4989

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### MEMORANDUM

TO: Nancy Quinto, Senate Secretary

FROM: Senator Randy Phillips, Chair <sup>REP</sup>  
Community & Regional Affairs Committee

DATE: April 7, 1994

SUBJECT: Meeting Schedule

---

Senate Community and Regional Affairs Committee will meet at  
9:00 am in the Butrovich Room on:

Tuesday, April 12, 1994

SB 372 Alcoholic Beverages: Local Option & Misc.

Thursday, April 14, 1994

Bills Previously Heard



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-1182  
(907) 465-4989

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### AGENDA

April 12, 1994  
9:00 AM

Butrovich Room  
Room 205

1. Call to Order (time and members present)
2. SB 372 - Alcoholic Beverages: Local Option & Misc.
  - (a) Sponsor - Senate Judiciary Committee By Request
  - (b) Teresa Williams - Dept of Law - On Teleconference from Anchorage LIO needs to testify first due to court appearance.
  - (c) Patrick I. Sharrock - Director, Alcohol Beverage Control Board
3. Adjourn



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

SESSION:  
State Capitol  
Juneau, Ak 99801-1182  
(907) 465-4989

INTERIM:  
P. O. Box 142  
Eagle River, Ak 99577  
(907) 694-4949

### MEMORANDUM

TO: Nancy Quinto, Senate Secretary

FROM: Senator Randy Phillips, Chair <sup>SEP</sup>  
Community & Regional Affairs Committee

DATE: April 7, 1994

SUBJECT: Meeting Schedule

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Senate Community and Regional Affairs Committee will meet at  
9:00 am in the Butrovich Room on:

Tuesday, April 12, 1994

SB 372 Alcoholic Beverages: Local Option & Misc.

Thursday, April 14, 1994

Bills Previously Heard



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
Senator Robin Taylor, Vice Chair  
Senator Loren Leman  
Senator Al Adams  
Senator Fred Zharoff

### MEMORANDUM

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TO: Nancy Quinto, Senate Secretary

FROM: Senator Randy Phillips, Chair <sup>REP</sup>  
Community & Regional Affairs Committee

DATE: March 28, 1994

SUBJECT: Meeting Schedule

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Senate Community and Regional Affairs Committee will meet at  
9:00 am in the Butrovich Room on:

**\*\*REVISED\*\***

Tuesday, March 29, 1994

SB 62 Public School Foundation Program  
\*WORK SESSION\*

Thursday, March 31, 1994

No Meeting Scheduled

Tuesday, April 5, 1994

No Meeting Scheduled

Thursday, April 7, 1994

HB 446 Environmental Conservation Agreements



# Alaska State Legislature

## SENATE COMMUNITY AND REGIONAL AFFAIRS COMMITTEE

Senator Randy Phillips, Chair  
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Senator Loren Leman  
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### AGENDA

March 24, 1994  
9:00 AM

Butrovich Room  
Room 205

1. Call to Order (time and members present)
2. SB 62 - Public School Foundation Program  
Sponsor - Governor  
Duane Guiley
3. Discussion by committee on what course of action should be taken on SB 62.
4. Adjourn