

BP Alaska files application for Beaufort Sea drilling

Construction of a drilling platform on a gravel fill pad in the Beaufort Sea is proposed by BP Alaska, Inc., approximately

four miles north of the mouth of the Sagavanirktok River, east of Prudhoe Bay.

Its application to the Alaska

District, Corps of Engineers, for a Dept. of Army permit, the company states the proposed pad would be used as a temporary platform for an exploratory well.

necessary well head facilities will be removed upon termination of drilling.

The proposed fill material will be trucked in over an ice road and placed in three feet of water. The fill will be constructed after freeze-up, and all existing bottom ice will be removed prior to placement of fill material. The drilling facilities and a camp positioned on the proposed gravel fill pad will be designed and operated to preclude any discharge of waste

liquid, drill cuttings, drill mud, or sewage effluent into navigable waters. All waste products will be transported ashore for disposal in existing shore facilities in the Prudhoe Bay area.

Interested parties may submit in writing any comments they may have to the proposed work to reach the Alaska District Corps of Engineers, Attn: Regulatory Functions Branch, P. O. Box 7002, Anchorage, Alaska, not later than Aug. 6, 1976.

Wien purchases new jets

Someday when you're at the airport you might see a rather unusual looking 737 on the ramp. It's white with "Eastern Provincial Airways" written on the side in black, but it bears the Wien Air Alaska "W" on the tail.

A closer look would reveal the words "Leased to Wien Air Alaska by EPA." Wien has increased the number of 737-200's in its fleet to eight by leasing a new 737 from Eastern Provincial Airways of Newfoundland.

The jet is of the same model flown by Wien Air Alaska, but it does not contain some of the special equipment used by Wien to fly the 49th state.

It is an all passenger aircraft, capable of carrying 109, and does not convert to a cargo configuration. Since it does not carry the special gravel deflectors necessary for landing on gravel fields, it will be kept to

paved runways.

The jet will be used to provide jet service between Fairbanks, Whitehorse, Juneau, Anchorage, Nome and Kotzebue. According to Wien Air Alaska President Ray Petersen the plan arrived in Anchorage on May and went into service May 17.

"But it won't be fully utilized," said Petersen, "until our new schedule goes into effect on June 1. The it will really go to work."

Wien's new schedule not only calls for jet service between Juneau, Whitehorse, and Fairbanks, but provides for two jets per day between Anchorage and Kodiak.

The Arctic will receive an additional jet flight to Nome and Kotzebue from Anchorage and an additional jet flight to Barrow from Fairbanks.

FCC tests deadline approaches

An examiner from the Federal Communications Commission will be in Fairbanks to administer all commercial and amateur examinations on July 31, 1976.

The examinations will be held at the University of Alaska, in the Duckering Building, Room 317.

It is necessary to make prior application to the Anchorage office of the Federal Communications Commission. These applications must be mailed to arrive in the

Anchorage office by July 28, 1976.

The applications, whether commercial or amateur must be accompanied by any license currently held and the proper fee in the form of a check or money order. Applications may be obtained locally from the RCA office and the university radio station KUAC.

All amateur and commercial telegraph applicants report promptly at 8 a.m.. All other applicants report at 10 a.m.

Special equipment for disabled vets

JUNEAU—Disabled veterans who are entitled to purchase or replace adaptive equipment for their automobiles with government financial assistance should check first with the Veterans Administration to make certain the equipment has been approved.

D.A. Andrus, director of the Juneau VA regional office, said new VA standards as to the quality and safety of such equipment went into effect on January 1, 1976.

The director said nationwide an estimated 63,000 disabled veterans of World War II and thereafter are eligible or have already received assistance in the purchase and equipping of automobiles.

Under the VA program, a one-time grant of up to \$3,300 is available to eligible veterans for the purchase of an automobile.

The VA will then provide financial assistance in purchasing special adaptive equipment which will allow the vehicle to be operated by paralyzed persons or amputees.

The VA program also provides for the repair, replacement or re-installation of such adaptive equipment.

"Depending on the nature of the veteran's disability, the adaptive equipment can provide for hand control of brakes and accelerator, relocation of foot controls or power equipment for

seats and windows," Andrus explained.

The amount of VA financing for adequate equipment is not fixed but depends on the needs of the individual veteran.

Eligibility for benefits under this program is limited to veterans of World War II and thereafter and current service personnel having service-connected loss, or use of one or both feet or hands, or hands or permanent impairment of vision of both eyes to a prescribed degree.

Interested veterans should contact a VA benefits counselor or prosthetics representative at the nearest VA office, hospital or outpatient clinic, or a veterans organization service representative.

Veterans living outside the Anchorage or Juneau are may call those VA office toll-free by asking the long distance operator for Zenith 2500.

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State to select its lands starting Oct. 1

The State of Alaska has a 90-day preference right beginning October 1st to select any lands for state ownership for Alaska Natives did not apply, according to the Bureau of Land Management.

Curtis V. McVee, BLM state director, said the Department of Interior in Washington, D.C., issued Public Order 5581 to give the State of Alaska a land selection preference right beginning 11 p.m., E.D.T., Oct. 1, 1976.

"The Alaska Native Claims Settlement Act of 1971 took priority over the 1958 Alaska Statehood Act," McVee said.

"Now that Alaska Native village and regional corporations have completed nearly all their Native land selections under the claims act, the State of Alaska will be given a 90-day preference right to select any lands for which the Native corporations did not apply," he

said.

McVee said a preference right "means any land selected by the State of Alaska within 90 days after Oct. 1st would have priority."

He noted that the preference right applies only where lands are available. The preference right does not allow the state new privileges to select land from wildlife refuges or national forests, or lands withdrawn

under the claims act's Section 17(d)(2) for possible future national parks, forests, wildlife refuges, or wild and scenic rivers.

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NOTICE TO ALL PILOTS

Blasting hazards along pipeline right-of-way.

Blasting along many portions of the trans-Alaska pipeline presents severe hazards to low-flying aircraft. In particular, low level flights through the mountain passes or across the Valdez terminal site should be avoided, since these are areas where heavy blasting activity is scheduled. To avoid possible flying debris, pilots should maintain a minimum altitude of 1,500 feet above ground level, or a lateral distance of one mile from the right of way.

For specific blasting information, pilots may contact an FAA flight service station, or Alyeska Advisory Stations, on 122.9 MHZ, at Sheep Creek, Tonsina, Glennallen, Sourdough, Isabel, Delta, Livengood, Five Mile, Old Man, Prospect, Coldfoot, Dietrich, Chandalar, Atigun, Galbraith, Happy Valley and Franklin Bluffs Camps.

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