

Providing coverage of the oilfield service and supply industry in Alaska and northern Canada

Petroleum

DIRECTORY



A quarterly supplement

Petroleum
news

1st Quarter 2007

Service companies involved in Alaska and northern Canada's oil and gas industry

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Ace Transport
Acuren USA (formerly Canspec Group)
Aeromed
ACE Air Cargo
ACS
Agrium
Air Liquide
Air Logistics of Alaska
Alaska Air Cargo
Alaska Anvil
Alaska Coverall
Alaska Dreams
Alaska Frontier Constructors
Alaska Interstate Construction
Alaska Marine Lines
Alaska Railroad Corp.
Alaska Rubber & Supply
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Alaska Tent & Tarp
Alaska Textiles
Alaska West Express
Alliance, The
American Marine
Arctic Controls
Arctic Foundations
Arctic Slope Telephone Assoc. Co-op.
Arctic Wire Rope & Supply
ASRC Energy Services
 Engineering & Technology
 Operations & Maintenance
 Pipeline Power & Communications
 Regulatory and Technical Services
Avalon Development

B-F

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Baker Hughes
Bombay Deluxe Restaurant
Broadway Signs
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Capital Office Systems
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G-M

Great Northern Engineering
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GPS Environmental
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H.C. Price
Hilton Anchorage
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Hotel Captain Cook
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Industrial Project Services
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Kuukpik - LCMF
Last Frontier Air Ventures
Lounsbury & Associates
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Lynden Inc.
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Lynden Transport
Mapmakers of Alaska
Marathon Oil
Marketing Solutions
Mayflower Catering
MI Swaco
MWH
MRO Sales

N-P

Nabors Alaska Drilling
NANA/Colt Engineering
Natco Canada
Nature Conservancy, The
NEI Fluid Technology
NMS Employee Leasing
Nordic Calista
North Slope Telecom
Northern Air Cargo
Northern Transportation Co.
Northland Wood Products
Northwest Technical Services
Offshore Divers
Oilfield Improvements
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P.A. Lawrence
Panalpina
PDC Harris Group
Peak Oilfield Service Co.
Penco
Petroleum Equipment & Services
Petrotechnical Resources of Alaska
PGS Onshore
Prudhoe Bay Shop & Storage
PTI Group

Q-Z

QUADCO
Rain for Rent
Salt + Light Creative
Schlumberger
Seekins Ford
Spenard Builders Supply
STEELFAB
3M Alaska
Tire Distribution Systems (TDS)
Total Safety U.S. Inc.
TOTE
Totem Equipment & Supply
Tubular Solutions Alaska
UAA Department of Engineering
Udelhoven Oilfield Systems Services
Unique Machine
Univar USA
Usibelli
U.S. Bearings and Drives
VECO
Welding Services
WesternGeco
Xtel International
XTO Energy

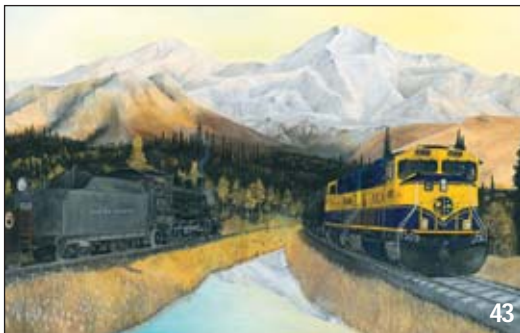
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PETROLEUM DIRECTORY

First quarter 2007

The Petroleum Directory is a special quarterly marketing publication of Petroleum News, which is owned by Petroleum Newspapers of Alaska LLC. The directory is devoted to promoting the organizations that advertise on a regular basis in Petroleum News.

If you do business in Alaska and/or northern Canada's oil and gas industry and would like to be part of Petroleum News' quarterly Petroleum Directory, please call or email Amy Spittler for details at: 907 770-3506 or aspittler@PetroleumNews.com

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Cover photo: Carlile heavy haul project involving the transport of nine Hudson Cooler's for ConocoPhillips during the 2006 Alpine expansion. The coolers originated in Houston, Texas, and were transported to Alaska's North Slope. Courtesy Carlile

Trinity Inspection Services, LLC, to establish Anchorage, Alaska, office

With a dedicated team of NACE and AWS-CWI inspectors, Trinity offers quality visual inspection services that provide value long after projects are completed

Q. When was the company founded, who founded it, and what was its original name?

A. Trinity was founded in 1999 as Trinity Consulting & Inspection Services by Joe Gibbs and two other partners. In 2004, I purchased the controlling interest and shortened the name.

Q. Where is Trinity Inspections located?

A. Our corporate office is located in Covington, Louisiana to serve our Gulf Coast clients. We also have a satellite office in Fort Smith, Arkansas serving our mid-west clients and plan to open an office in Anchorage, Alaska as soon as our work there is scheduled.

Q. Who heads up your company?

A. I am majority stockholder and CEO. My background is in accounting and business management, as well as being a National Association of Corrosion Engineers level I trained coating inspector. This background prepared me for the day-to-day challenges of running Trinity Inspections.

Joe Gibbs is the business and personnel manager. His background experience and current certifications with the American Welding Society, as a Certified Welding Inspector, and NACE Level III inspector, make him adept in visual inspection for all our clients' needs.

Q. What is the company's primary business sector? What services does the company offer?

COURTESY TRINITY INSPECTION



NACE coating inspector performing continuity test on a 16-inch pipe anode

A. Our primary business sector is the oil and gas industry. Most of our work is during the construction and maintenance stages of pipelines, treatment facilities, tank farms and offshore platforms. We have also inspected water lines for municipal utility agencies.

We offer third party visual inspection of welding and coatings, project management, logistics, safety inspection, monitoring, training and team building and product traceability.

Q. Who are the company's main clients?

A. Trinity has Master Service Agreements with several major oil and gas companies, most of which are doing business in Alaska and the Gulf Coast. We also provide expert witness services for several attorneys and a major paint company.

Q. How many employees does your company have?

A. Trinity prides itself on handpicking the inspection staff to meet our clients' needs. Whether it is one inspector, or a full team, we have the resources to provide a quality, trained staff for any given project. We generally have up to 200 inspectors in our database to choose from.

Q. Is your company expanding any of its operations and/or locations?

A. We are looking forward to getting back to Alaska. We have ties in Fairbanks, as Joe grew up and graduated from Lathrop High School in Fairbanks. We are now pursuing work in Alaska, through our contacts in Anchorage and plan to open an office this year.

Q. Is the company changing any of its services? If yes, please describe what and where.

A. We are upgrading our traceability program, Pipe Life ©. The program will simplify our reporting procedure, while adding many new statistical features for client engineers. Basically it's customized to meet the hectic demands of each engineer involved on the project at the touch of a button. The data will be available only to secure users through a web-site.

Q. What is your company's main strength?

A. Our main strength is our employees. With our multi-skilled inspection teams and their knowledge, skills, and experience in the oil and gas field, Trinity has stayed very competitive over the past eight years.

Q. What new markets, clients and/or projects did your company attract in the last year?

A. After completing the BP Mardi Gras, Endymion, Thunderhorse, Cannonball and Noel projects, we took an unexpected Katrina remodeling break. Now we are back on track, and working on a large company acquisition as well as a possible alliance with one of Anchorage's up and



Trinity CEO Linda Gibbs provided information for this article



By Paula Easley

coming star companies.

Q. Has the company invested in any new technology in the last two years?

A. We have purchased a new server to store all our clients' traceability data and warehouse it throughout the project – longer if necessary. We recently converted our other server into a secure Web server. It is online via a dedicated T1 line, with a bulletproof security system. Each server has a daily, weekly, and monthly backup system in place. This has been tried and tested with huge success! I also have Microsoft certifications MCP, MCSE and MCDBA.

Q. What is the most challenging job the company has undertaken?

A. So far our most challenging job was providing the inspection staff to monitor welding and coating of BP's Mardi Gras 350-mile pipeline project in the Gulf of Mexico, along with the traceability of each phase of the coating and welding process. The records management was massive. Nevertheless, with the help of the entire site team, it was a huge success. Many lessons were learned and we expect the next job will be much less labor intensive – hence the new version of our traceability records program.

Q. What are the biggest obstacles to completing work the company undertakes?

A. Our biggest obstacles for completing work is that we are dictated by the schedules of others, i.e., coating contractors, welding contractors, lay barges, and Mother Nature. It is hard sometimes to set a completion date on most projects. We also must overcome many different personnel issues during these unpredictable periods. Fortunately, we love a challenge.

COURTESY TRINITY INSPECTION



Exxon Diana Hoover platform buoyancy can coating being inspected in vendors yard by NACE coating inspector

Q. What do you see as your company's biggest challenge in the next five years?

A. Like many small companies, we strive to maintain a multi-skilled staff at competitive rates, along with a benefits package that will keep our employees and their families happy (insurance, 401K, profit sharing, safety bonuses, etc.). This is a big challenge, and one we strive very hard to accomplish. Both our clients and our employees are counting on us to do this successfully.

I should mention that Trinity lost a significant number of inspection staffers to other projects, areas of the country, and even to career changes during Hurricane Katrina. Getting back up to speed was a challenge.

Q. A humorous story from your company's years in the business in Alaska?

A. Maybe a story in the making. As a young child growing up in Fairbanks, Joe licked the frost off a swing set pole... yep, you guessed it, tongue stuck to pole. Hot coffee was used to free the young Joe. We think he left behind some skin, and repelled his desire for coffee. However, some men never learn from their boyhood mistakes, as Joe says he's looking forward to getting back to Alaska, and can't wait to lick the frost off the Alaska Pipeline. As for me, I'll just stick to throwing snowballs.

Q. Does your company have an anniversary or other landmark event coming up?

A. Trinity will have its eight-year anniversary in April 2007. In December 2006 Joe, our business manager, will have completed 17 years as an NACE Certified level III + coatings inspector and an AWS-CWI for 14 years.

February 2007 marked my third year as a Woman Owned Business (in a man's world!) and I greatly appreciate the support many people have given me. Joe and I, best friends and business partners, have wonderful clients, employees, and friends that make every day a landmark event.

Q. Average length of time an employee works for the company? Are you hiring?

A. People in the inspection field tend to work as nomads, project to project. Project length is the hardest to predict. We work our inspectors until they complete the project, for three months to five years, and move them to the next project if timing is right. If not, inspectors will work elsewhere until we have another project.



An offshore platform dry-docked for refurbishment — Trinity Inspection Services monitors all phases of platform maintenance, coating and welding inspections and corrosion surveys.

We are always accepting resumes; we log onto our database and pull up applications when specific skills are required by the job. Email resumes to jgibbs@trinityinspect.com.

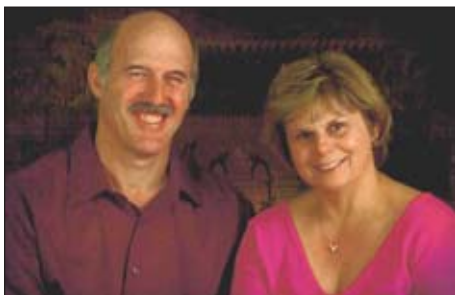
Q. Safety Record?

A. Our safety record is outstanding. Accident free since 1999. With over one million man-hours recorded, we have had no workers comp insurance claims, no lost time, and no recordable accidents. Safety is number one. We believe it so much that we put our bonus money here!

Q. Does Trinity maintain a website?

A. Yes, we encourage anyone interested in our services and capabilities to visit us at www.trinityinspect.com, or call us at 888.973.2121.

COURTESY TRINITY INSPECTION



Joe and Linda Gibbs

Colville, from 1950s pioneer to well-known provisioner in the Prudhoe region

Long tenure in challenging part of the world credited to Colville's seasoned staff and dedication to customer needs

Q. *Where is Colville located? More than one location?*

A. We're in two locations at Prudhoe Bay, near the Deadhorse Airport. Fuel and solid waste services are at the Colville pad and our Brooks Range Supply complex contains the Napa Industrial Supply store, the Prudhoe Bay General Store, and the U.S. Post Office.

Q. *What year was the company founded, who founded it, and what was its original name?*

A. Colville was formed in 1953 by one of Alaska's pioneer bush pilots, Bud Helmericks, as the Arctic Tern Fish & Freight Co. As industrial development arrived in the far north, first with the Distant Early Warning Line and then oil exploration and development, the company moved into oil field services. The company incorporated and began utility operations in 1981. Fuel services commenced in 1985; then in 2000, it acquired Brooks Range Supply and expanded into industrial supply.

Q. *Who heads up Colville and who is on its senior management team?*

A. Mark Helmericks, son of the founder, is president and CEO. Doug Clinton, a retired colonel and former North Slope pilot and rolligon operator is vice president; Rick Hofreiter is North Slope operations manager; and Becky Gay, recently a project manager for AIDEA and the Alaska Energy Authority, is special assistant to the president for business development.

Another long-time staff member on the management team is Marketing Director Craig Welch, who has a solid background in North Slope supply and valuable customer



Mark Helmericks, Colville CEO, provided information for this article

COURTESY COLVILLE



COURTESY COLVILLE

knowledge based on his many years as general manager of Brooks Range Supply.

Rounding out the team are Colville operations managers Gary Cooper and Lyle Winter, Brooks Range Supply operations managers Mike Kunkel and Rob Peterson, and Joe and Debbie Bernard, managers of the Prudhoe Bay General Store.

Q. *Describe any partnership arrangements and when they became effective.*

A. Colville and Brooks Range Supply are honored to have long-standing relationships with nearly every company doing business within the North Slope industrial area.

Q. *What is Colville's primary business sector? What services does the company offer?*

A. There are four full-service companies operating as primary business units that provide direct support to the oil industry, the local community and the ever-increas-

ing seasonal tourist: Fuel and industrial gas – Colville, Inc.; Solid waste – Colville Solid Waste Services; Industrial supply – Brooks Range Supply; Community, general store, retail – Prudhoe Bay General Store and Post Office.

Q. *Who are the company's main clients?*

A. Colville's diversified client base consists of the oil, aviation and trucking industries, Prudhoe Bay service companies, North Slope communities, and locals and visitors.

Q. *How many employees does your company have?*

A. Colville has 87 employees across all business units.

Q. *Does your company have subsidiaries?*

A. Brooks Range Supply, Inc. is a wholly owned subsidiary of Colville, Inc.

Q. *Describe your essential equipment in general terms. Purchases planned?*

A. Colville has essential equipment customized for each business unit, including a fleet of fuel trucks and special ramp-fueling rigs for quick airline refueling; tractor and tanker trucks for fuel support services along the Dalton Highway; a bulk fuel tank farm and gas station; solid waste compactor trucks, hook-truck loaders, 150 large roll-on/roll-off "bear-proof" industrial dumpsters, and the flatbeds to haul them all over the field, including to exploration sites over ice roads.

Other equipment includes a fleet of expeditor-sized trucks for immediate response to customer needs; loaders and graders; and forklifts and other warehouse equipment in both Prudhoe locations. Planned equipment purchases include an expanded fleet of tankers and tractors.

Q. *Is your company expanding any of its operations and/or locations?*

Q AND A

By Paula Easley

A. Although Colville has always prided itself on being a North Slope company, owned and operated by residents of the region, recent high levels of oil industry activity prompted opening an office in Anchorage.

Q. Is the company changing any of its services?

A. Colville is investing in expanding e-commerce and electronic sales and purchase capabilities, upgraded biofuel and waste reduction and recycling capabilities, and expanded on-site fuel storage and management capacity.

Q. What is your company's main strength, i.e., its edge over the competition?

A. Our people, with their years of experience and enthusiasm for good customer service, are our main strength. Colville has been careful to grow prudently in a way that offers people long-term jobs with good prospects for future growth. In return, both the company and our customers are rewarded with some of the best talents in the business.

Q. Any new developments for the company in 2006?

A. The company outgrew its original bank and moved to Northrim Bank. This allowed access to expansion capital and enhanced e-commerce opportunities to better serve our customers.

COURTESY COLVILLE



Rob Peterson, Brooks Range Supply general manager

challenge. Not only was it sudden and unanticipated, it came during the busy fuel season and required an immense logistics response from our employees to keep our customers, including the oil industry, supplied with fuel. We are very proud of our employees for reshuffling their schedules so Colville could go the extra distance it took to respond what could have been a slope-wide fuel emergency. This was a big example of Colville's "going the extra mile" for its customers.

Q. What are the biggest obstacles to completing work Colville undertakes?

A. This past season there has been a persistent shortage of bed space in Prudhoe. Our camp has been completely filled and the local residence camps have also been filled to capacity. We have, on occasion, had people sleeping on the sofa in the TV room, and have had to bypass project opportunities because of lack of bed space.

Q. What do you see as your company's biggest challenge in the next five years? Regulations? Government policy?

A. Keeping a steady stream of fuel available to customers. Managing solid waste streams from a booming industry. Keeping trained, skilled and safe workers on staff are goals and challenges of the company.

We have a good working relationship with most of the regulatory agencies. Historically we have found them to provide

a good balance between protecting the interests of the public while promoting responsible industrial development.

Q. What do you see as future trends or opportunities for your company from events such as long-term weather fluctuations, resource development, etc.?

A. The offshore developments in the Chukchi and Beaufort Seas are extremely interesting and potentially much larger than the on-shore oil developments. Colville will be operating offshore this coming summer with a boat specifically designed for arctic waters.

Q. What is the most humorous story from Colville's years in the business?

A. In the early years of the fuel business, village customers would often pay in every form of currency besides cash. Colville fuel delivery drivers would return with a bag – literally, a large bag – containing Post Office money orders, triple counter-signed payroll and corporate checks, permanent fund dividends, skin masks, smoked fish, fur mittens, carved ivory, and even a baleen boat. It was good fun, except perhaps for the accountants who had to tally up the details.

Q. Does your company have an anniversary or other landmark event coming up?

A. Nothing special besides looking forward to another half-century of Alaska service.

Q. What is the average length of time an employee works for the company? Are you hiring for any positions?

A. Most of our people have worked with us for 10 years or more. With our stable workforce, we're not looking for additional employees at this time.

Q. What is your company's safety record?

A. Good. Colville requires continuous staff training for workplace safety and offers incentives, including a shared safety bonus, for accident-free operations.

Q. Does Colville or its partners or subsidiaries maintain websites?

A. www.colvilleinc.com and www.brooksrangesupply.com.

COURTESY COLVILLE



Colville roll-off truck unloading at Milne Point

Q. Has the company invested in any new technology in the last two years?

A. Enhanced e-commerce and biofuels capability are the most notable.

Q. What is the most challenging job you have undertaken?

A. Finding and delivering fuel to North Slope customers during the recent shut-down of half the field was our most recent

Kenworth Alaska offers 'World's Best Trucks' from upgraded facilities this year

With expert sales, parts and service personnel, Kenworth meets the transport needs of Alaska's industries

Q. When was the company founded, who founded it, and what was its original name?

A. Kenworth Alaska's parent company is Kenworth Northwest, located in Seattle. John Clearwater was the original owner from 1967, opening the Anchorage location in 1974. Marshall Cymbaluk purchased the dealer group in 1998. In 33 years, we've traveled just about every road in the state, helping Alaska grow with our dependable top-notch equipment.

Q. Where is Kenworth Alaska located? More than one location?

A. We have two locations. Anchorage, located at 2838 Porcupine Drive, is undergoing an extensive expansion and remodel, doubling the size of our current facility. Completion date is June 2007. Our Fairbanks branch just moved into its new location, 2262 Van Horn Road, which brings a state-of-the-art, full-service facility to the Fairbanks area.

Q. Who heads up your company and who is on its senior management team?

A. Marshall Cymbaluk is the owner and CEO. Paul Henehan is CFO. Ken Mason is COO. They are all located in Washington. Jim Scherieble is Alaska's general manager and is located in Anchorage.

Q. What is the company's primary business sector and services?

A. Our business is selling and servicing medium-duty and heavy-duty trucks in the state of Alaska. Our two locations provide truck sales, parts and service for all types of trucking companies and private owners.



Jim Scherieble, Alaska General Manager, provided information for this article

FORREST CRANE



COURTESY KENWORTH ALASKA

The new T660, with its leading-edge aerodynamics, reliability and high resale value, make it an excellent investment.

Our sales department can offer products to every truck application – from oil field support, highway transportation and intercity delivery, to construction. Our service departments are full service, from engine overhauls, drivetrain repair, brake and suspension maintenance, to general servicing. Our parts departments provide quality, name brand replacement parts at competitive prices.

Q. Who are the company's main clients?

A. We enjoy a wide range of customers in Alaska. Our oilfield support customers include Veco Alaska, Peak Oilfield Services, ConocoPhillips, and Alyeska Pipeline Services. Our highway customers include Carlile Transportation, Weaver Bros./Doyle Fuel, Food Services, Spenard Builders Supply, Alaska Freight Transport and Sourdough Express, just to name a few.

Q. How many employees does Kenworth have? How many in each of its

locations?

A. Our entire company has 275 employees. In Alaska we have 37 employees, 12 in Fairbanks, 25 in Anchorage. We're proud to have the most experienced people in the industry on staff.

Q. Describe your inventory in general terms.

A. We try to have new stock truck inventory available for our customers, usually line haul trucks, dump trucks and intercity delivery trucks for immediate delivery. Special orders are 7-10 weeks out. Our parts inventory for Alaska averages over 1.1 million dollars.

Q. You've indicated the need to expand your operations in Anchorage and detailed your recent Fairbanks expansion. Describe the expansions and reasons for them.

A. Both our locations had outgrown our facilities and we're now in a position to

Q AND A

By Paula Easley

serve our customers with spacious and functional facilities. Not only are our service departments much larger, but our parts showrooms, lobbies and office spaces have also increased to meet our present and future needs. Customers will have a lounge area to wait in while their vehicles are being repaired. The Fairbanks location has higher visibility, better parking and greater access. The Anchorage facility will have more access gates and a paved and landscaped exterior.

Q. What is your company's main strength, i.e., its edge over the competition?

A. Kenworth is known as "The World's Best" in the trucking industry. We have a wide variety of highway and vocational trucks to fit the Alaska truck market. Kenworth builds luxury highway trucks, sturdy dump and log trucks and heavy-application off-road trucks for the oilfield and mining industries.

We're known for providing our customers with the experience and integrity Alaskans expect, and we work hard to protect that reputation.

Q. Has the company invested in any new technology in the last two years?

A. The trucking industry is changing rapidly. We, as dealers, have to change with it to keep up with technology. Kenworth has implemented a state-of-the-art electronic dash console, and ABS brake systems for trucks and trailers. The new technology requires special training and understanding



Kenworth Fairbanks showroom

truck for line haul applications. With the superior maneuverability provided by its setback front axle, the T600 is the perfect truck for pick up and delivery and regional haul applications.

The T660 is designed and built for driver comfort. Whether you drive yourself or hire drivers, anyone would appreciate the quiet cab, controls where you need them and high quality interior appointments. The T660's 64" front spring, proprietary eight-bag air suspension and cab/sleeper suspension combine to provide an exceptionally smooth ride. It's also designed to be easy to maintain. This, coupled with its leading-edge aerodynamics, reliability and high resale value, make it an excellent investment.

Q. What do you see as your company's biggest challenge in the next five years? Regulations? Government policy?

A. No question, it's the new engine emission regulations for 2007. 2010 brings even tighter exhaust emission controls, meaning new technology and more particulate filters.

Q. What do you see as future trends or opportunities for your company from events such as long-term weather fluctuations, resource development, etc.?

A. Alaska's continuing economic growth and the increased activity on the North Slope look to be our greatest opportunities

for the future.

Q. Do you have an anniversary or other landmark event coming up?

A. We're looking at having some sort of shindig this summer to celebrate the grand opening of our "new" Anchorage facility.

Q. What is the average length of time an employee works for the company? Are you hiring for any positions?

A. We have a group of core employees who have been with Kenworth Alaska for many years. Our repair shops historically have had the most turnover, and we are always looking for diesel technicians to add to our shops.

Q. What is your company's safety record?

A. The Kenworth Alaska branches have a good safety record. Our industry has many moving and rolling parts and vehicles. We utilize safe work habits, have improved our working environment, and hire qualified people to ensure that our employees remain safe.

Q. Does Kenworth maintain websites?

A. We certainly do. We encourage people to visit us at www.kenworth.com or www.kenworthalaska.com. Then come in to either our Anchorage or Fairbanks locations. Our email address is: sales@kenworthalaska.com.



Kenworth Fairbanks facility, 2262 Van Horn Road

to repair and maintain this equipment. New diesel engine exhaust emission standards for 2007 also require training and tooling to troubleshoot and repair the new engines.

We're excited about the new T660, Kenworth's most highly evolved aerodynamic long haul conventional. Its unsurpassed aerodynamics makes it a perfect

Air Liquide's innovations for Alaska projects increase productivity, investment return

Employees of Alaska's most experienced industrial gas and welding supplier, Air Liquide, are the 'go to' guys

Q. When was Air Liquide founded and what was its original name?

A. At 105 years, we're the oldest industrial gas manufacturing company in the world. In 1902, our French parent company, Air Liquide, was the first to develop a viable process for liquefaction of gases found in the air. It was a collaboration of two men, Georges Claude, a passionate researcher, and Paul Delorme, a prudent visionary. Their discovery led to the creation of the industrial gas industry, which today is improving the productivity and safety of many manufacturing processes.

Q. Where is Air Liquide located?

A. Here in Alaska we manufacture and package our gas products in Anchorage and Palmer, and we have stores in Anchorage, Fairbanks, Kenai, Homer and Delta Junction. We supply and serve our gas products customers through a network of five additional independent distributors. Globally we're in 70 countries on five continents.

Q. Who heads up your Alaska operation and who is on the senior management team?

A. Bob Cook is our Alaska regional manager, I am the regional sales manager, Kevin McDaid is administrative manager, and Dave Cushman is the rental equipment manager and welding technology specialist. Our main Alaska office and air plant are located in Anchorage, with an acetylene and cylinder maintenance plant in Palmer, Alaska.

Q. Describe any partnership arrangements and when they became effective.

A. We have no partnership arrangements.

Q. What is the company's primary



Brian Benson, regional sales manager, answered questions for this article

FORREST CRANE



Air Liquide gas manufacturing plant in Anchorage, Alaska

business sector? What services does the company offer?

A. We supply the secondary metals trade primarily with manufacturing and repair, but also the mining, medical, scientific, and food industries. Basically we handle anything that needs welding with everything – including the equipment to do the job, and any kind of gas, or gas technology. These technologies include on-site gas generation (distillation/filtration systems for oxygen, nitrogen, CO₂, and methane); productivity enhancing gas mixes for welding; laser and lab mixes of any molecule, mix, or purity; water treatment and environmental equipment; as well as the standard nitrogen services, gas and field work for the pipeline and energy sector.

In addition to the field services and repair, we have a fully equipped shop for any kind of repair to any kind of welding equipment and a rental department which rents virtually any kind of welding equipment in the western hemisphere. In a nutshell, Air Liquide is the one-stop shopping place for any kind of welding equipment,

bulk or minibulk liquefied gas, or packaged gas products in Alaska.

Q. Who are the company's main clients?

A. Our clients are secondary metals manufacturers, fabrication houses, oil companies, utilities, hospitals, labs and food distributors.

Q. How many employees does your company have? How many in each of its locations?

A. We have about 63 employees in the state, and 40 are in the Southcentral Region.



By Paula Easley

Q. Describe your essential equipment in general terms.

A. We produce and supply bulk gases, acetylene, CO₂ and dry ice. We have recently upgraded our air distillation equipment and storage and have no immediate plans for further upgrades.

COURTESY AIR LIQUIDE

Q. Is Air Liquide expanding any of its operations and/or locations?

A. Sixteen months ago we opened a new retail location in Delta Junction. For the time being we have no other expansion plans.

Q. Is the company changing any of its services?

A. We are providing more and more direct gas services for smaller nitrogen projects, and upgrading customer equipment to new and more efficient standards. Customer field service is a growing area for us, and is complemented by our welding equipment and repair departments.

In addition to being the warranty dealer for all of the major welding equipment manufacturers in America, we recently took on Milwaukee Electric Tools as a warranty station—the only one in Anchorage and of two in the state.

Q. What is your company's main strength, i.e., its edge over the competition?

A. Our strength is in our people and our dedication to service; the corporate culture stresses the importance of the customer's problems over any other. We have the state's most experienced crew in this industry, with all but two salesmen having between 10 and 25 years of experience.

Air Liquide is confident in Alaska's unique position in the world of energy and mineral production, and has, and continues, to invest in our infrastructure to meet our customer's needs. We work with our clientele to assure the most cost effective, successful outcome; and in the end, their success means ours as well.

We also maintain an inventory of hard goods and other welding products that would usually seem excessive by Lower 48 standards, but here availability is an issue. When you need it, you have to have it. We pride ourselves on meeting that need.

Q. What new markets, clients and/or projects did your company attract in the last year?

A. We were recently awarded contractual agreements with some larger clients in the construction and oil and gas fields, and are working on experimental projects with customers to increase energy production.

Q. Has Air Liquide invested in any new technology in the last two years?

A. Air Liquide has laboratories in the Midwest, on the East Coast, and in Paris. The company's commitment to technology and innovation has kept it at the forefront of the high-tech business of industrial gases. We pride ourselves on this dedication to innovation.

COURTESY AIR LIQUIDE



Mat Sanders, left, and Terry Rollings with Air Liquide's custom designed, small purge/pigging system.

Q. What is the most challenging job the company has undertaken?

A. Lately it's been this interview.

Q. What are the biggest obstacles to completing work the company undertakes?

A. We face each job with the understanding that it is the most important job there is, and that's certainly true for the customer. The most difficult part of the job is handling logistics and scheduling with the usual limited budgets and staffing.

Q. What do you see as your company's biggest challenge in the next five years?

A. The biggest challenge as I see it is in manpower and the "graying" of the workforce, both in our industry and in the customer's. We have to keep the company profitable, yet provide the customer with the best service and newest technology at the lowest price. That keeps life interesting I guess.

Q. What do you see as future trends or opportunities for your company from events such as long-term weather fluctuations, resource development, etc.?

A. I am very optimistic about our future

development. We all need to become more involved in the political process to make sure obstructionists don't prevent future generations of Alaskans from experiencing opportunities to enhance their own lives in this great state. I want to rest assured that my grandchildren can remain here and work at jobs they enjoy. Beyond that, mining, oil and gas projects and the roads and infrastructure to support these developments will continue to benefit our organization as well as the rest of Alaska.

Q. What is the most humorous story from your company's years in the business in Alaska?

A. Let's see. Can't tell that one...or that one... guess we'll have to say we're humorless, at least for publication.

Q. Does your company have an anniversary or other landmark eve coming up?

A. We host an annual summer trade show and barbecue in Anchorage and Fairbanks as a get-together for vendors and customers. We might as well celebrate our 105th year in business at each event. We celebrated the 100th anniversary and it was lots of fun.

Q. What is the average length of time an employee works for the company?

A. We have guys that have just come on board and others that have over 35 years with us. I would guess an average would be 20 years or so. There isn't much turnover.

Q. What is your company's safety record?

A. We are extremely safety conscious, with weekly safety meetings for every employee group. The goal for our program is less than 1.0 RFR, with a target of ZERO.

Q. Does Air Liquide maintain a website?

A. There's a wealth of information at the company's U.S. website, www.us.airliquide.com. We are currently working on increasing our Internet presence specifically for our Alaskan and Hawaiian operations and hope to have it up and running in the coming months.

ACS provides customer-focused, integrated telecommunications throughout Alaska

Alaska Communications Systems' technology solutions simplify Alaskans' lives with cutting-edge, integrated services and third-generation wireless network capabilities

Q. When was ACS founded and what was its original name?

A. Since about 1932 we have served Alaskans through the company's predecessors. ACS came together through a rollup of Alaska firms focused on local telephony, long distance, Internet and wireless, situated in disparate locations, operated under different brands and with different ownership structures. The founding group brought those together in early 1999 under the brand of Alaska

Communications Systems and then the company IPO'd on the NASDAQ in late 1999. The company operated with its founding group of managers until October 2003 when the board of directors recruited Liane Pelletier to take ACS to the next development stage.



Sheldon Fisher, senior vice president of sales, provided information for this article

Q. Where is ACS located?

A. ACS is headquartered in Anchorage, Alaska. Company offices and ACS stores are located throughout Alaska including in Ketchikan, Juneau, Sitka, Kodiak, Valdez, Anchorage, and Fairbanks.

Q. Who heads up the company and who is on its senior management team?

A. Liane Pelletier is chief executive officer, president and chair of the board of directors. Ms. Pelletier joined ACS in September 2003 after spending 17 years at Sprint Corporation, most recently as chief integration officer and member of the executive management committee.

The senior management team includes: David Wilson, senior vice president and chief financial officer; David C. Eisenberg, senior vice president of corporate strategy,



COURTESY ACS

ACS' advanced CDMA mobile wireless network is always being tested. CDMA is the world's most rapidly expanding wireless network

development and marketing; Sheldon Fisher, senior vice president of sales; Anand Vadapalli, senior vice president of network and information technology; Leonard Steinberg, vice president, general counsel and corporate secretary; and S. Lynn Erwin, vice president of human resources.

Q. What is the company's primary business sector and services?

A. ACS is a customer-focused, facilities-based integrated telecommunications provider. It is the only Alaskan provider that owns infrastructure for all four telecommunications product lines: local, long distance, Internet and wireless. Through DISH Network, ACS also offers satellite television.

Q. Who are the company's main clients?

A. ACS serves the state's business and residential customers. It has established a strong and enjoyable working relationship with numerous industries and companies within Alaska, including oil and gas.

In 2005, ACS further expanded its CDMA (code division multiple access) wireless voice and data network to the North Slope, offering the first digital telecommunications equipment in the area. The CDMA sites are located in Alpine,

Kuparuk and Deadhorse. The sites support CDMA phones on ACS' network and, in Deadhorse and Kuparuk, ACS provides wireless Mobile Broadband data capabilities at download speeds bursting

to 2.4 Mbps. ACS Mobile Broadband subscribers experience high-speed connectivity to the Internet from their portable computers and EV-DO enabled Pocket PCs and handsets.

Q. How many employees does ACS have?

A. As reported to the U.S. Securities and Exchange Commission in March 2006, ACS employs 1,030 Alaskans, with the majority in Anchorage.

Q. Is your company expanding any of its operations and/or locations?



By Paula Easley

A. ACS is constantly investing in and exploring for more opportunities in Alaska. By far, the most comprehensive expansion is the installation of ACS' multi-million dollar investment of its CDMA wireless voice and data network throughout Alaska. Since May 2004, ACS has established CDMA technology from Ketchikan to Kuparuk, focusing on the most populated areas, its major road and marine corridors, and tourist destinations. CDMA provides the best voice quality, fastest wireless data speeds, greatest security through its coding, and GPS location capabilities. It is the world's most rapidly expanding wireless network technology, with coverage throughout 70 countries. As noted above, ACS has recently expanded wireless data capabilities on the North Slope by enhancing its network to include Mobile Broadband capabilities.

Q. Is ACS changing any of its services?

A. ACS is always enhancing its services and constantly offers new services to meet demand and the growing changes in technology. Most recently ACS added Mobile Broadband capabilities to the Slope. ACS mobile broadband subscribers experience high-speed connectivity to the Internet from their portable computers and EV-DO enabled Pocket PCs and handsets.

Q. What is your company's main strength? Main competitors?

A. The CDMA wireless technology ACS supports in Alaska is among the best in the nation. There are numerous distinct benefits to ACS' wireless voice and data network including its ubiquity, quality, and speed. When it comes to speed, Anchorage, Fairbanks, and Juneau were the third, fourth, and fifth markets in the entire country to offer Mobile Broadband wireless data. There are still major cities in the Lower 48 without this capability.

Mobile Broadband data speeds are comparable to DSL and in the more populated areas, including Fairbanks, the Mat-Su Valley, Anchorage, Kenai, Soldotna, Juneau and now the North Slope speeds burst to 2.4 Mbps – nearly six times the next closest competitor with Edge. Our only statewide competitor is Cellular One.

Q. What new markets, clients and/or projects did you attract in the last year?

A. Over the last year, ACS has focused on introducing, enhancing, or expanding its CDMA wireless coverage to new markets,

clients and projects throughout Alaska. You can read about ACS' multi-million dollar investment at www.acsalaska.com or on its investor website at www.alsk.com. Highlights include new CDMA wireless coverage on the North Slope, in Ketchikan, Kodiak, Sitka, Valdez, Glennallen, and Tok, expansions along the Glenn Highway and Parks Highway, and enhancements throughout Fairbanks, Mat-Su, Anchorage and the Kenai Peninsula.

ACS is also attracting nationwide news coverage with innovative projects such as ON ACS, which integrates local phone service with wireless and provides free mobile-to-home and home-to-mobile calling. Other innovative projects include what's called Internet Anyplace, which integrates DSL high-speed Internet with our Mobile Broadband service so business and residential customers can connect to high-speed Internet at work, home, or literally on the road.

Q. What are the biggest obstacles to completing work the company undertakes?

A. With ACS' rapidly expanding network, perhaps the biggest obstacle encompasses weather-related delays. Many remote sites require helicopter access and consequently, especially as we expand CDMA wireless coverage in Southeast Alaska, we have to wait for appropriate weather.

Q. What do you see as your company's biggest challenge in the next five years?

A. Perhaps the biggest challenge for ACS will be communicating the importance of a fair, competitive telecommunications marketplace in the state.

Q. What do you see as future trends or opportunities from events such as long-term weather fluctuations, resource development, etc.?

A. We expect the overall demand for telecommunications service in Alaska will grow, particularly as a result of the increasing demand for wireless voice and data services following the launch of our CDMA network, the growth in demand for DSL and Internet access services due to higher business and consumer bandwidth needs, and increasing demands for private network services.

Q. What is the most humorous story from your company's years in the busi-

ness in Alaska?

A. The most humorous stories perhaps derive from the construction of cell sites throughout Alaska. They are certainly more humorous in retrospect, but run-ins with bears, moose, snow, rain, and winds can often leave our employees stranded for days in the most remote of areas, waiting for the right time to escape. Alaska animals can impact our customers directly as well – like the time three moose stood in our front courtyard, ripped apart the trees, and prevented many customers from entering or leaving our flagship store on 600 Telephone Avenue.

Q. Do you have an anniversary or other landmark event coming up?

A. Essentially, it was three years ago when Liane Pelletier arrived at ACS and the new senior management team formed. Since then, we have enjoyed rising revenues, cash flow, stock price, and the deployment of a stock dividend, which has also risen during the team's tenure.

Q. What is the average length of time an employee works for the company? Are you hiring for any positions?

A. ACS employees spend an average of 8.4 years working for the company. ACS is always seeking new team members. Current postings can be found on ACS' consumer website at www.acsalaska.com.

Q. What is your company's safety record?

A. Our safety record is strong and ACS emphasizes safety every day, especially before every meeting with a mandated "Safety Minute of the Week" at the onset.

Q. Does ACS or its partners maintain websites?

A. Our consumer website is at www.acsalaska.com, serving customers looking for products and services, and those who would like more information regarding ACS' charitable involvement in Alaska communities. ACS also hosts an investor website under its stock symbol ALSK at www.alsk.com. The investor site meets corporate governance standards and provides a transparent look into the operational and financial conditions of ACS.



What's cooking in the 'kitchens?'

Two offshore Cook Inlet prospects that Escopeta Oil plans to explore laid groundwork for their unusual names millions of years ago

By ROSE RAGSDALE
For Petroleum News

In exploring Cook Inlet, Escopeta Oil geologists gained their inspiration for naming two offshore oil and gas prospects that they hope to explore this year.

The prospects, Kitchen and East Kitchen, are the logical names to reflect the prehistoric drama they believe unfolded deep within the earth eons ago. But the only dishes that Houston, Texas-based Escopeta says these "kitchens" will serve up are copious quantities of high-gravity crude oil and natural gas.

Geologist Walter Wells joined Escopeta President Danny Davis and the company's former Alaska exploration executive Bob Warthen years ago in drafting the unusual names for the prospects.

The inspiration came from an underlying theory that led to their discovery — that they contain the source rock for many of Cook Inlet's known oil fields.

"The prospects sit on an area where the oil is generated, in the central Cook Inlet Basin," said Davis in a recent interview. "That's where you cook everything up, in the kitchen isn't it?"

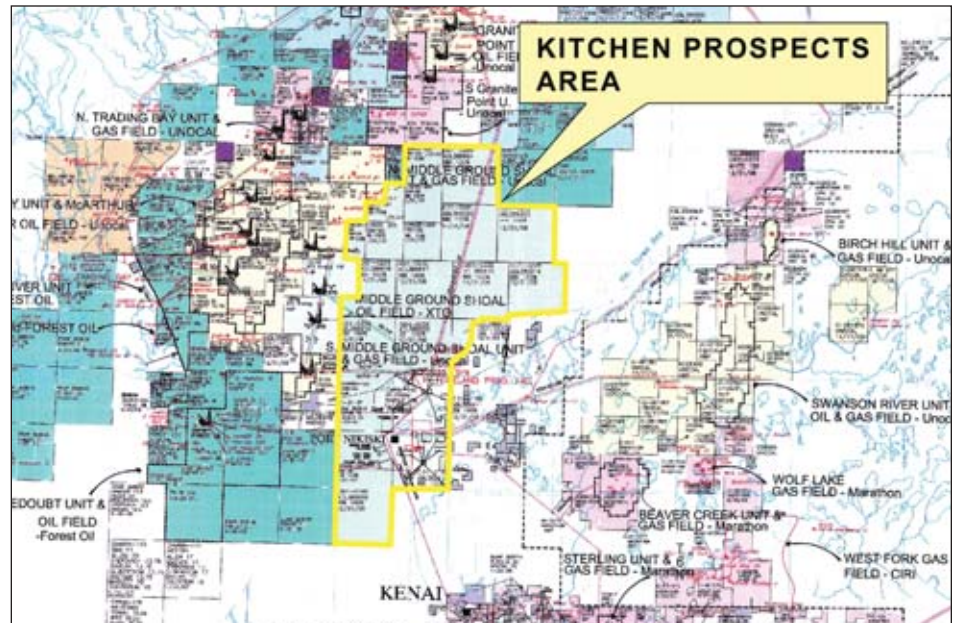
Davis said Escopeta's concept for the two prospects grew out of analysis of exploration and research done more than a quarter of a century ago by the U.S. Geological Survey and Atlantic Richfield Co.

"It's not something we made up. It's something we got educated to," Davis said. "It's a published fact that the oil recovered, so far, in Cook Inlet is 4 percent of the total there. That means there's 96 percent of the oil left to find."

USGS work intrigued Escopeta

The Escopeta team became intrigued by work done by USGS scientists Leslie B. Magoon and George E. Claypool.

Magoon and Claypool published a research paper in 1981 titled, "Petroleum Geology of the Cook Inlet — An



Exploration Model," that reflected their theories.

ARCO also explored the area and concluded that oil likely was generated at a greater depth and migrated into more recent structures, including some that have been developed into oil and gas fields. These include the Middle Ground Shoals, Granite Point, North Cook Inlet McArthur River and Swanson River fields.

"We believe Kitchen kept cooking oil for a long time, millions of years," said Frank Banar, a geologist who works with Escopeta as a consultant today.

Escopeta's geologists also believe the oil and gas they've identified sits on top of a structure that ARCO and Shell explored more than 20 years ago, said Banar, who also explored Cook Inlet in the 1980s on behalf of Mobil Oil Corp.

North Slope lured companies away

The discovery of Prudhoe Bay in 1968 lured away to the North Slope most of the companies that were busy hunting for oil finds in Cook Inlet nearly 40 years ago.

Only recently has the industry

renewed its interest in the basin.

The relative lack of exploration activity in Cook Inlet piqued Escopeta's interest, and it wasn't long before company's geologists announced several promising prospects.

The Kitchen prospect, an enormous feature covering 12,000 to 15,000 acres, is believed to lie at the 2,500-foot depth of the Sterling formation and the 16,500-foot depth of the Hemlock formation, according to Davis. Nearby, the East Kitchen, spread across 9,000 acres, is thought to be situated at 3,500 feet in the Beluga formation and 15,000 feet in the Hemlock.

Banar said the prospects are situated in the thickest part of the basin. "That means (they) contain enough thickness to put enough pressure on the Mesozoic layer of the earth to get the shale rocks at that depth hot enough to 'cook up' the oil," Banar said. "It's where the rocks got hot enough to cook the oil out."

Escopeta believes Kitchen and East Kitchen each could hold more than 500 million barrels of oil and about 1 trillion cubic feet of gas.



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Engineering Services	.23	Office Furniture	.31	Weld Repairs/Manufacturing	.37
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COURTESY NORTHERN AIR CARGO



Northern Air Cargo converts jet fleet to 737 cargo planes

Alaska's largest air cargo carrier recently announced the purchase of three new Boeing 737-200 cargo freighters to replace the company's existing 727 aircraft. Northern Air Cargo's new acquisition completes the company's fleet modernization plan and marks the start of a commitment to customers to enhance service levels and operational efficiencies at the 16 main hubs served around the State.

COMPANYNEWS

The first of the three new planes will fly scheduled routes including Bethel, Nome and Kotzebue as new procedures are implemented and efficiencies are developed.

The company realizes that "today's customers demand better service and schedules, and these new aircraft will allow for greater frequency and reliability," said Mark Liland, NAC's director of marketing.

"The introduction of the B-737 to our current air cargo fleet represents the beginning of a new era for Northern Air Cargo and our customers," said Stephanie Holthaus, NAC's vice president of cargo. "Customers will notice the improvement in service and schedule adherence this



COURTESY NORTHERN AIR CARGO

state-of-the-art aircraft has to offer."

The twin-jet B-737 has earned an industry-wide reputation for being fuel efficient, easy to maintain and environmentally friendly. Shippers favor the dynamic cargo system that provides greater care and flexibility for the goods shipped — especially the rolling sheets, which offer speed and precision in bringing freight in and out of

the aircraft.

The versions being used by NAC have eight pallet positions or hard floors, which will carry approximately 30,000 pounds and can accommodate cargo ranging from telephone poles, to snow machines, to igloos.

NAC will incorporate two more B-737s

see NAC page 41

COMPANYNEWS *in brief*

Lynx Enterprises gets a face-lift

ASRC Energy Services Lynx Enterprises, Inc. has recently undergone a name change to ASRC Energy Services, Regulatory & Technical Services.

Under the Lynx name AES-RTS has provided regulatory services that include environmental and regulatory consulting for permitting, compliance and planning activities.

AES-RTS will continue to operate in the same capacity while expanding its range of services to continually meet client needs.

Expansion has included the division of RTS into two main sectors — the Regulatory Services division and the Technical Services division. The addition of a Technical Services division has allowed the company to include environmental sciences, expanded GIS services, civil and geotechnical engineering, geo-

see next page

Cruz Construction completes move for FEX



COURTESY CRUZ CONSTRUCTION

Cruz Construction recently completed the 270-mile move of the Doyon Arctic Wolf sub-base for FEX from Deadhorse west to its Amagaq location. FEX, part of Talisman Energy, began drilling in mid-February at the NPRA site. Steiger rubber track tractors were used to execute the move.

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NAC

into its Alaska statewide network by the end of May 2007. NAC will also continue the use of its DC-6 fleet, "the workhorses of Alaska" which are used to provide charters and flagstops for project freight to mines, oil and gas fields, the military and globally marketed seafood companies.

"Now more than ever, air carriers need to maximize their operational efficiency, and this plane will accomplish that for NAC," says Dave Karp, NAC's COO.

NAC's selection of the three converted B737-200s completes the company's jet fleet modernization plan. Once all three 737 aircraft are engaged in flight operations, the company will have enough lift to serve all markets plus expand services to satisfy future growth.

Founded in 1956 as an air cargo provider supporting rural communities and camps around the State, Northern Air Cargo is Alaska's largest and longest-serving Alaska air cargo carrier.

NAC serves 16 scheduled locations and over 100 charter and flagstop destinations throughout rural Alaska. A subsidiary company of Saltchuk Resources, NAC also encompasses NacLink, a freight forwarding company, Northern Air Aviation Services and Northern Air Maintenance Services.

With a fleet of four jet and turbine aircraft and five Douglas DC-6 aircraft, the company employs 280 people and has annual revenue in excess of \$50 million dollars.

Focused primarily in rural Alaska, Northern Air Cargo also provides charter service throughout the United States and internationally.

NAC performs logistics, air, ground and maintenance support for large and small industries including oil and gas, mining, construction and wild Alaska seafood. Additional information on Northern Air Cargo, Inc. is available on the NAC Web site at www.nac.aero.



COURTESY NORTHERN AIR CARGO

logical services and hydrology.

Bernie Nidowicz, a petroleum engineer, is the AES-RTS principal-in-charge.

Nidowicz describes the recent changes as a process. "We want to serve our clients to the best of our ability, and these steps are crucial. The synergistic energy and capabilities of AES-RTS and our staff are growing in all directions, and the forecast is bright."

The company sees great potential for new development on the North Slope.

To meet demands, AES-RTS went from having 28 full-time employees in January 2006 to its current number of 47. From 2005 to 2006 the number of field employees increased from 10 to 45.

In the past AES-RTS put its primary focus on the regulatory aspects of projects, but with recent changes and additions RTS is geared to assist both established and new clients within all phases of the project life cycle.

The addition of professional services and experienced staff members has AES-RTS feeling primed for an expanded market and a broader client base.

Alaska Airlines introduces first cargo-passenger plane

Alaska Airlines unveiled its first cargo-passenger plane in a new fleet February 1. The modified Boeing 737-400 is part of the Seattle-based company's \$100 million plan to upgrade its cargo operations. Airline officials say the fleet will primarily focus on Alaska along with some Seattle flights.

"This is about our recommitment to the Arctic and other rural parts of the state," Bill MacKay, the airline's senior vice president for Alaska said of the upgrades launched by an all-cargo freighter last summer.

The first of four combination planes was scheduled to begin service February 2 from Anchorage to the communities of Nome, Kotzebue, Barrow and Fairbanks as well as the industrial outpost of Deadhorse near Prudhoe Bay. The planes are designed to carry more cargo and have more comfortable passenger cabins than the 737-200s the new planes are replacing.

The front half of the aircraft can accommodate four cargo pallets and the other half has all-leather seating for 72 passengers and features more legroom and larger overhead bins.

Three more 737-400s are scheduled to operate by this spring, MacKay said.

Pemco World Air Services in Dothan, Alabama, converted the new planes from all-passenger aircraft that joined the Alaska Airlines fleet in 1992. The airline also has options with Pemco to convert a second freighter and fifth combination aircraft, but no decision on that has been made, MacKay said.

The new fleet will have no effect on all-passenger aircraft with flights to and from Alaska, officials said.



This is an 8X size coverall, first ever of its size requested.

Alaska Textiles is about accommodation

Alaska Textiles can provide a customized fit for any size of its Korbana coverall. The garment is flame resistant, made of Indura Ultrasoft fabric and is used on the North Slope by many companies Alaska Textiles currently outfits.

Recently the company custom made a size 8X coverall for a worker on the slope. It was the largest Alaska Textiles ever manufactured and shows "how committed we are to customizing products for our diverse slope workers," said Cliff Burnette, vice president.

The coverall has a heavy-duty, two-way brass zipper with a pleated bi-swing back. Extras include two patch breast pockets with a flap and pencil slot on the left pocket and sleeve, and two hip pockets with a snap closure on the left hip pocket. Also included is a 2-in-1 utility pocket on the right leg, with side access to pants with a snap closure. For more information contact Alaska Textiles in Anchorage at (907) 265-4880.

Arctic Controls welcomes Erica Snare

Arctic Controls would like to welcome Erica Snare as the newest edition to its team. Snare has taken over adminis-

trative duties at the company. A long-time Alaskan, Snare had the unique opportunity to travel throughout rural Alaska during her "other life" as a geologist. She credits her experience at remote work sites for her attention to detail, ensuring every order that comes through Arctic Controls is processed correctly and delivered on time to clients. Snare says she's enjoyed working with everyone at the company. "It's been a rewarding experience and I look forward to continued work with great customers and the rest of the sales team here at Arctic Controls."

Arctic Wire Rope honored as manufacturer of the year

On February 20 Arctic Wire Rope & Supply received the Made in Alaska Manufacturer of the Year Award sponsored by the Alaska Department of Commerce and the Made in Alaska Program.

Accepting the award on the company's behalf was Jill Reeves, sales manager, Gary Moore, rigging shop foreman, and Disston Lagnas, sewing department foreman.

The presentation took place at the Made in Alaska Anchorage workshop at the BP Energy Center in Anchorage.

Arctic Wire Rope & Supply was established in 1983 by Eric McCallum, the company's owner and president. The company has been certified in the Made In Alaska program since April 15, 1994.

Arctic Wire Rope & Supply provides custom-made wire rope and nylon slings and harnesses, and does on-site fabrication and testing of harnesses, braces and slings for use in an industrial environment such as on oil rigs.

Any active Made In Alaska permit holder is eligible to receive the Manufacturer of the Year award. When deciding who should receive the award, the program considers time in business, innovations, job creation, originality and representation of the Alaska spirit.

Nelson promoted to president, CEO at ASRC

Mark Nelson has been named president and CEO of ASRC Energy Services. Nelson was promoted to the position from his job as chief operating officer of ASRC Construction Holding Company. The promotion went into effect January 11.

COURTESY ALASKA TEXTILES

Nelson has more than 20 years of management experience, which includes senior vice president of AES Operations and Maintenance and vice president and president of APC Natchiq.



Mark Nelson, president and CEO, ASRC Energy Services

A 24-year resident of Alaska, Nelson holds a bachelor's degree in finance from the University of Idaho, is a certified project management professional from the Project Management Institute and has an Alaska mechanical administrators license.

In addition to his professional work, Nelson is a member of the advisory board for the University of Alaska Anchorage's Engineering Science Project Management program. He also serves as both vice chair of the board and chair of the finance committee for Covenant House, and is active in various United Way committees.

ASRC Energy Services is a subsidiary of Arctic Slope Regional Corporation. The company provides integrated engineering, procurement, construction operations and maintenance services for energy and communications projects around the world.

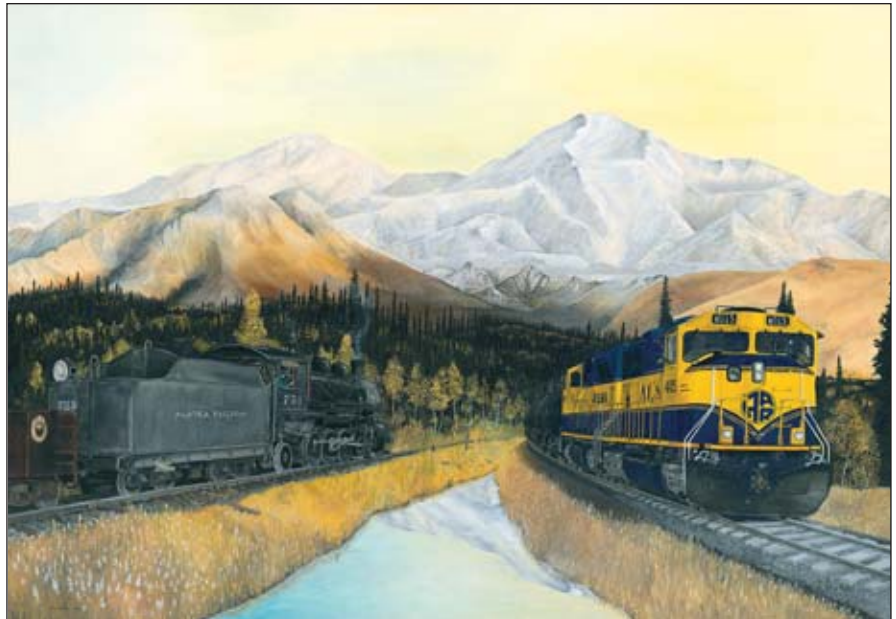
Carlile's new driver simulator a first in Alaska

Carlile Transportation Systems has purchased and installed a new truck-driving simulator at its Anchorage terminal. The state-of-the-art, computerized simulator is the first of its kind in Alaska and is custom designed to mimic specific Alaska roadway conditions for enhanced driver training and safety.

The simulator is realistic, high resolution, and interactive.

Both new and experienced drivers will use the simulator to become familiar with a specific truck style and road conditions before they get out on the highway. It can be programmed to mimic varying weather and road conditions such as hills, ice, fog or road hazards like debris or stalled vehicles.

The computer retains driver performance and can be replayed by an instructor for training purposes. It's expected to be helpful for testing drivers for the often challenging Alaska Haul Road.



COURTESY ALASKA RAILROAD

"Reflective" by North Pole artist and railfan Art Chase

Alaska Railroad annual print released in December

The Alaska Railroad Corporation released its annual print in December 2006. "Reflective" by North Pole artist and railfan Art Chase continues the tradition of artwork featuring the Alaska Railroad.

Chase's design for the 2007 Alaska Railroad print includes a graphic salute to the steam engines of past and present. The print features locomotive #751 signifying the past, a new AC power locomotive signifying movement toward the future, and the solid constant that signifies Alaska — Mount McKinley.

"I was trying to come up with a steam-oriented idea, but I also know that the railroad has always been forward thinking," said Art Chase. "I am really excited about this painting. I have wanted to create an Alaska Railroad annual print for a number of years."

Preferring the mediums of oil painting, pencil drawing and airbrushing, Chase's self-taught style is described as "tight and detailed".

An Alaska resident since 1980, Chase is a 23-year veteran of the Air Force and Air National Guard and now works for the Federal Aviation Administration overseeing and trouble shooting the navigational system programs across the state.

Prints cost \$50, posters cost \$25, and pins cost \$5.

The 2007 poster, print and pin are available through ARRC's online gift shop, at the Alaska Railroad Depot Ticket Windows or by calling 1(800) 544-0552 or 265-2494 in Anchorage.

"The new training simulator will enhance Carlile's safety program by reducing accidents, improving driver skills, increasing fuel economy, saving costs and saving lives," said company president, Harry McDonald. "It also allows for non-driving employees to get practice behind the wheel so they can train to move into a driving position."

AECOM Acquires RETEC to Merge with ENSR

AECOM Technology Corporation, a global provider of professional technical

and management support services for the transportation, facilities and environmental markets, announced on January 29 the acquisition of The RETEC Group, Inc., an environmental management consulting and engineering firm.

RETEC will be integrated with AECOM's ENSR subsidiary, an environmental service platform serving public and private sector clients worldwide. The combined firm already has a strong presence throughout the United States, Europe, Asia and Latin America.

"By joining forces with ENSR, we can provide our clients with greatly expand-

COURTESY LOUNSBURY



Alan (AJ) Rookus and Brian Mangold, project managers at Kuparuk

Lounsbury spotlights employees, recent project

AJ Rookus and Brian Mangold, both resident project managers at the Kuparuk field, recently celebrated their 25-year anniversary with Lounsbury and Associates.

Lounsbury believes they may be looking at a new record for the longest consecutive period as alternates on the North Slope — over 20 years.

Recent hire Jeremiah Cornell, P.S., has joined Rookus and Mangold at the company's Kuparuk office as a survey technician. Cornell holds a BS in surveying engineering from Ferris State University and is licensed as a professional surveyor in Michigan.

The company, through Nunamiut/Lounsbury, would also like to announce its recent completion of surveying work, ice road alignment staking, and well and ice-pad construction for Anadarko's Jacob's Ladder project. The company staked approximately 14 miles of ice road from DS-17 in Prudhoe to the Jacob's Ladder Well C pad.

Nunamiut/Lounsbury, LCC is a joint venture in cooperation with the village corporation for Anaktuvuk Pass. Nunamiut/Lounsbury was formed to pursue engineering and surveying contracts in support of oil and gas exploration and development on the North Slope.



Jeremiah Cornell, survey technician

ed services," said Ben Genes, president of RETEC. "For clients with international operations, we can offer a much broader global platform for service delivery."

ENSR is a worldwide environmental service company, serving industrial and commercial companies and government agencies, with 2,000 employees and over 95 offices worldwide.

ENSR provides consulting, engineering, remediation, and environmental health and safety management solutions. It has won numerous environmental business and health and safety awards from companies such as BP, Textron and ExxonMobil Asia Pacific, as well as from the Environmental Business Journal.

RETEC is an environmental management consulting and engineering firm that specializes in solving complex problems throughout the business life cycle — from new asset development to ongoing operations as well as final asset disposal and restoration. RETEC brings to ENSR a strong focus on the oil and gas industry, electric and gas utilities, and also the transportation and manufacturing sectors.

"Acquiring RETEC is another important milestone in our goal of achieving environmental market leadership," said Bob Weber, ENSR president and CEO. "Our two companies share strong business values and an unwavering commitment to superior client service — a foundation of our overall business strategy."

Murtagh takes on new role at NATCO

Terry Murtagh recently took on the new position of manager of business development for Canada and Alaska.

Murtagh has had a long and notable career with NATCO working as a project manager and manager of the technical operations division before moving into business development.

NATCO is a provider of well-head process equipment, systems and services used in the production of oil and gas. For over 75 years the company has designed, manufactured and marketed production equipment and services used for onshore and offshore work in



Terry Murtagh, manager of business development, Canada and Alaska

many of the major oil and gas producing regions of the world.

Schlumberger releases second well cementing book

On February 20 Schlumberger announced the publication of the second edition of Well Cementing, a comprehensive reference book originally published in 1990.

Available from the SPE Bookstore, the book describes current cementing technologies and includes full-color illustrations and photographs.

Chapters on cement chemistry, cement additives, rheology, mud removal and cement-formation interactions communicate theoretical and practical information.

More than 20 industry experts representing operators, service companies, manufacturers, government agencies and academia contributed to the book.

Dominique Guillot of Schlumberger and Erik Nelson, consultant and retired from Schlumberger, edited this second edition.

Schlumberger is an international oil-field services company supplying technology, information solutions and integrated project management for the purpose of optimizing reservoir performance for customers working in the oil and gas industry.

STEELFAB builds 15 modules for Pioneer

STEELFAB is in the process of fabricating 15 steel modules for installation on the Oooguruk gravel island drill site currently under construction in the Beaufort Sea. The Oooguruk field will be operated by Pioneer Natural Resources on the North Slope. Richard Faulkner, STEELFAB's president, said the 750,000-pound job designed by EEIS Consulting Engineers should be completed in early 2007.

STEELFAB is Alaska's largest locally owned steel fabricator and service center.

Pinnell joins Univar, still finds time to fish

Kelly Pinnell has joined the ranks of the customer service professionals at Univar USA in Anchorage. "Pinnell's solid can-do Alaskan attitude compliments his genuine

COURTESY UNIVAR



Kelly Pinnell, customer service, Univar

pursuit of customer satisfaction,” according to Ken Lambertsen, Univar branch manager. Raised in Michigan while dreaming of Alaska, Pinnell learned the Midwestern values of hard work coupled with adventure.

Since being in Alaska Pinnell has established himself as one of the state’s premier fishing enthusiasts and has written two books about fishing in the Great Land. Univar suggests you give Pinnell a call; he’s always available to discuss a company’s chemical requirements, or the art of fishing.

If you’d like to meet Pinnell, stop by the Mt. View Sports booth or check out one of his seminars at this year’s Great Alaskan Sportsman Show in Anchorage March 29 – April 1, where he’ll be showcasing his books.

Usibelli’s been busy

Usibelli Coal Mine has a number of notable announcements this quarter.

Since January 27, 2004, the company has achieved 1,105 consecutive no-lost-time injury days. Keith Walters, UCM general manager reports, “this is a significant accomplishment considering the challenging conditions we work in every day, while maintaining an impressive on-time delivery schedule to our customers.”

Joe Usibelli, Jr., president of UCM, said, “I am tremendously proud of every employee. We enjoy a very professional and dedicated workforce with great leadership and teamwork. Accomplishments like this don’t come easy. One of our primary goals is to take care of people and provide a secure and safe workplace.”

Partners in defense — On January 11, 2007 The Defense Logistics Agency recognized UCM with the Business Alliance Award. The award is for outstanding efforts to partner with the Defense Logistics Agency and improve the Agency’s mission — providing supplies and services to America’s war fighters. DLA Director, Army Lieutenant General Robert T. Dail presented the award for Outstanding Readiness Support.

Partners in environment — During the



From left, Donna Frankel, Defense Energy Support Center contracting officer; Lieutenant General Robert T. Dail, Defense Logistics Agency director; Keith Walters, Usibelli Coal Mine general manager; and Colin Keith, Usibelli Coal Mine purchasing agent.

Northwest Mining Association conference in Reno, Nevada in January 2007, UCM was recognized for outstanding environmental stewardship.

International contract — UCM recently secured an export contract for three shipments of coal to South America during the first half of 2007. The Alaska Railroad will transport the coal from Healy to the Port of Seward where it will be loaded on Panamax vessels capable of approximately 70,000 tons payload.

Well-earned promotion — Scott Stowell has recently been promoted to the position of assistant maintenance manager at Usibelli Coal Mine in Healy, Alaska. Stowell has been with UCM for more than 30 years. Keith Walters, the General Manager said, “Scott understands mining operations and maintenance of equipment exceptionally well and has a lot of experience in the shops and the supply warehouse, and is the resident expert in regard to environmental compliance.”

Xtel International introduces three new products

Xtel International has developed a DC voltage/current sensor that draws less than 2mA. The sensor is primarily used to measure the forward and reflected RF power of an antenna system and can also be used with current shunts to measure DC current draw of equipment.

Intended for operators of remote communications sites, the product’s low cur-

rent consumption is useful for keeping track of VSWR and DC power usage or power generation.

Xtel has also introduced a low power, low temperature video camera that doesn’t require a computer or heater to operate.

The camera works with an XTA callout unit and allows the user to receive alarms via telephone and email while providing access to live video on demand. The company says the camera is “great for forestry and other environmental monitoring groups.”

Xtel would also like to announce that it’s finalizing the new Xtel Monitoring Web site.

The site will gather information from XTA callouts and give users the ability to generate work orders based on alarms, view graphical representations of logged data and download logged data for further analysis.

With an appropriately equipped XTA, clients will be able to receive an alarm on their phone, listen to local audio in real time through the phone line, zoom in with the camera in live mode and have a log of events for their records. Clients will also be able to rent space on Xtel’s Monitoring site, something the company is doing to save clients the cost of developing or hosting their own.

For more information on additional products in development that focus on low power, low temperature, remote site monitoring and control, email sales@xtelinternational.com.

COURTESY USIBELLI

A day on the job at North Slope Telecom



Clockwise from top: Installing a microwave antenna in Kuparuk. The antenna was used to provide network and telephone communications to a new satellite field.

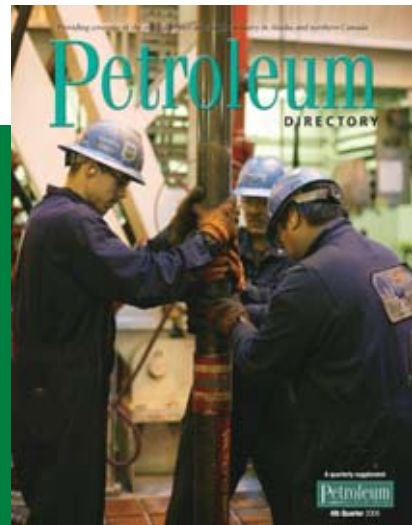
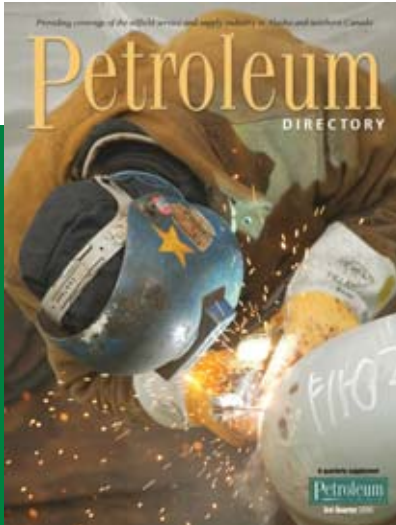
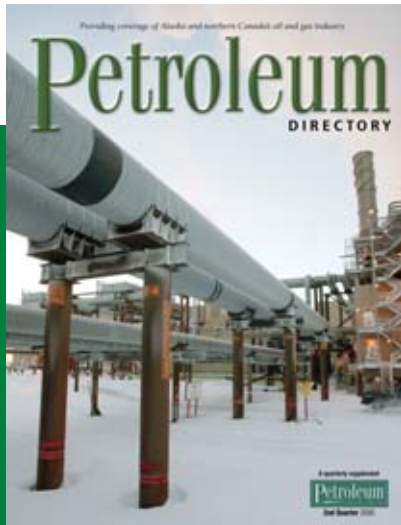
A North Slope Telecom tower crew installs antennas for two-way radio and cellular coverage on an ice road in NPRA during the winter exploration season of 2005.

Installing an antenna on Reef Island. The radio system being installed was designed to support tanker operations in Prince William Sound.

Photos courtesy of North Slope Telecom



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