



Observance

Veterans Day is intended to honor and thank all military personnel who served the United States in all wars, particularly living veterans. It is marked by parades and church services and in many places the American flag is hung at half mast. Veterans Day is officially observed on November 11. Thank you to all of you who have served in the Military.

SPECIAL POINTS OF INTEREST:

- Anniversaries
- Get Fit Challenge
- Quiz
- Locations
- Quotation of the Month
- Health

A n n i v e r s a r i e s

Congratulations goes out to *Michael McDonald, Will Rogers World Airport*, for 5 years of dedicated services. He will receive a certificate of appreciation and a gift card.

Thank you!

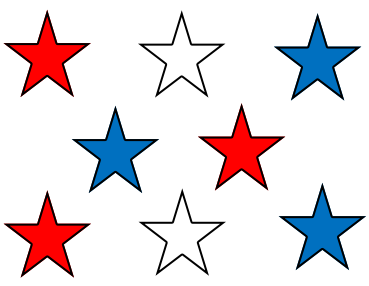
“Get Fit Challenge”

Congratulations goes out to Chet Bruette, Austin Straubel Airport, for his achievement in weight loss and in strength training. You will receive a gift card.

Quotation of the Month

Be of service. Whether you make yourself available to a friend or co-worker, or you make time every month to do volunteer work, there is nothing that harvests more of a feeling of empowerment than being of service to someone in need.

Gillian Anderson



November ARFF Quiz

The November ARFF quiz is from IFSTA ARFF 5th Edition, Chapter 5 with the focus on Communications.

1. A NOTAM addresses important information about: (162)
 - A. airport operations.
 - B. personnel actions.
 - C. firefighting operations.
 - D. air carrier operations.

2. Which of the following frequencies do aircraft turn to when they enter a control tower's jurisdiction? (165)
 - A. Ground control
 - B. Unified communications
 - C. Automated Terminal Information Service
 - D. Local control or air traffic control tower

3. Who is ultimately responsible for the aircraft and its occupants? (167)
 - A. Pilot
 - B. ARFF command
 - C. Air traffic control personnel
 - D. Emergency personnel on the ground

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4. Which of the following statements about ARFF command and flight crew communications is MOST accurate? (166-167)
 - A. ARFF command can only advise crew.
 - B. ARFF command only listens to the crew.
 - C. ARFF command can dictate crew actions.
 - D. ARFF command only answers questions.

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5. Which of the following light signals means to clear the taxiway/runway? (171)
 - A. Steady red light
 - B. Steady green light
 - C. Flashing red light
 - D. Flashing white light



Answers: 1: A 2: D 3: A 4: A 5: C

L o c a t i o n s

Lynchburg Airport runway project gets grant

Lynchburg Regional Airport has received a \$4.17 million dollar grant from the Federal Aviation Administration for rehabilitation, relocation and expansion planned for taxiways and aprons.



The project is phase two of the airport's airfield pavement rehabilitation — a \$5.8 million effort — and will include the construction of a new midfield connector taxiway and the reconstruction and realignment of several taxiways serving the general aviation area, according to a release from the airport.

The grant, from the Federal Airport Improvement Program, covers 90 percent of the \$4.64 million price tag for the second phase. The rest will come from Virginia Department of Aviation entitlement funds.

Earlier this week, Airport Director Mark Courtney said the grant money would not be affected by the government shutdown and still should be distributed as planned.

Work on the project is expected to start this month, with completion expected by next summer.



Trenton Mercer Airport

Disrespected Trenton Airport Takes On Philadelphia, US Airways

TRENTON -- Once again, an airline is looking to grow at Trenton-Mercer Regional Airport, which for years has been an airport with a bright future, never realized. Although Trenton-Mercer is in the middle of a vast population center, the airport's growth has been stymied by proximity to Philadelphia International Airport, which is 50 miles away, along with noise concerns and inadequate infrastructure.

At one time, **Southwest** ([LUV](#)) was thought to be considering service to Trenton, but that dream never materialized.

In the big picture of commercial aviation, as major carriers tighten their strangleholds on the nation's principal airports, outliers like Trenton-Mercer present one of the few options for growth by smaller airlines seeking to compete on the basis of low fares.

Frontier Airlines, a subsidiary of **Republic** ([RJET](#)) building service at Trenton, said last week it will begin flying from Trenton to Cincinnati and Charlotte on Feb. 12, 2014. Frontier calls Trenton "the gateway to New Jersey's state capital, all of central New Jersey and Southeast Pennsylvania, including metro Philadelphia."

US Airways ([LCC](#)) operates its second largest hub at Philadelphia. Central New Jersey residents also use Newark Liberty International Airport, a hub for **United** ([UAL](#)). Once Charlotte and Cincinnati are added, Frontier will fly from Trenton to 11 destinations, including Atlanta, Chicago Midway, Columbus, Detroit, Fort Lauderdale, Fort Myers, Orlando, Raleigh-Durham and Tampa.

All of the service is temporarily suspended because Trenton Airport shut down Sept. 9 for construction projects involving the runway, terminal and parking lots. The main runway, which at 6006 feet long is short, requires an Engineered Material Arresting System, or EMAS, crushable concrete blocks that could stop runaway aircraft. The airport will reopen Nov. 8.

Over the years, Trenton has been served by about a half dozen airlines, some barely known and, except for Frontier, all gone. Among them was US Airways, which flew to Pittsburgh; United,

which flew to Chicago; and Delta regional partners which flew to Atlanta and Boston. Officials of Mercer County, which operates the airport, courted Southwest in the 1990s, but the carrier "never set up shop," said county spokeswoman Julie Willmot.



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Perhaps the most notable effort to use Trenton was by **Eastwind Airlines** which established a small hub in the mid 1990s, serving Atlanta, Boston, Greensboro, N.C., Providence, R.I., Richmond and a handful of Florida markets. "Folks here are starved for a home-based airline that's convenient and cheap to use," one-time *Philadelphia Inquirer* reporter Tom Belden wrote in August 1995, as the service was launched. N.J. Governor Christie Todd Whitman showed up for the event.

Belden wrote that Trenton Airport was renamed Trenton-Mercer at Eastwind's request, in order to enhance marketing efforts. (Today Frontier markets the airport as Trenton/Princeton.) In a subsequent story, Belden described the "boxy little terminal." Eastwind, setting the stage for Frontier, relied on low fares to attract passengers. In 1998, it sought to expand into Philadelphia, from which it served three routes. In 1999, it shut down due to **financial** problems.

Aviation consultant Robert Mann said Trenton may not be the best place to set up shop. "Trenton is a state capital, a federal court house is there, and it has (a large) catchment area, but it's also a mini-Detroit, a former manufacturing center that is past its peak," he said. "There is a band of wealth around Trenton, but it is not near Trenton."

Mann call Frontier's effort a classic chicken-and-egg situation, where low fares, frequent service and desirable destinations could lure passengers, but an airline needs sufficient passengers to establish such service. Succeeding at Trenton will be tough, he said, "absent huge fare stimulation and a fair amount of cannibalizing Philadelphia or Newark business."

Frontier's Charlotte plans offer a glimpse of its service model. The carrier will use Airbus A319s seating 138 passengers. (On the same aircraft, US Airways seats 124 passengers.) The flight will operate Monday, Wednesday, Thursday and Sunday, departing TTN at 5:35 p.m. and arriving in Charlotte at 7:10 p.m. The aircraft makes a 40-minute turn, departing Charlotte at 7:50 p.m. and returning to Trenton at 9:30 p.m. (The Cincinnati service also has a 40-minute turn.) Introductory fares start at \$39 one-way.

A US Airways spokeswoman declined to comment. Typically, airlines do not welcome low cost competitors at their hubs, although four weekly evening non-stops to Trenton is barely a gnat compared with US Airways' 613 daily Charlotte departures. Nor do airlines welcome the creation of satellite airports near their hubs, which require a critical mass of flights and passengers to operate successfully. For instance, Delta opposes the creation of a new airport, Paulding Northwest Atlanta Airport, in Paulding County about 38 miles from downtown Atlanta.

In mid-morning **trading** on Tuesday, US Airways shares were up 13 cents to \$20.71. Shares are up 53% year-to-date. Shares of Republic were down 4 cents to \$11.19. Republic shares are up 96% this year.

Coincidentally, Frontier CEO David Siegel, is a former US Airways CEO, and Frontier was recently purchased by Indigo Partners, which is headed by Bill Franke, formerly CEO of US Airways predecessor America West Airlines an145 seats on its A319s, perhaps an indication of the direction Frontier might take going forward, as it seeks to maximize revenue.

Brent Cagle, interim director of Charlotte Douglas International Airport, said "Trenton is a market that is underutilized" and that benefits from being in a highly populated area. He said Frontier officials have been talking with Charlotte Douglas officials since early this year, seeking to determine operational costs and gate availability but not revealing what market they intended to serve. "We're excited when any new entrant comes to Charlotte," Cagle said. "In general, competition is good."

Outagamie Airport

APPLETON, WI — After a four-month nationwide search, officials determined the right person to lead Outagamie County Regional Airport was already at its helm.

Outagamie County Executive Thomas Nelson on Monday announced the nomination of Abe Weber to become the airport's new director.

Weber has served as interim director since the resignation of Marty Lenss, who took a leadership position in May at Rochester (Minn.) International Airport.



Nelson said four finalists — including one from Georgia — emerged in the search process. Weber stood out due to his familiarity with the airport, the county's vision and his work with Lenss.

“(Weber) went up against the best and brightest in the airport industry and I felt that was important,” Nelson said. “The airport is part of our region’s economic engine and it was important that we did our homework.” Weber began his career at the airport in 2005 as an intern. He was hired to supervise maintenance and custodial services. He later became landside operations supervisor and airport security coordinator. “I do feel I’ve been able to prepare myself,” Weber said.

He’s poised to step into the role amid a dynamic time for the airport. Fox Valley Technical College is in the midst of building a \$32.5 million public safety training facility on airport property. The airport will soon open a new, \$3.6 million general aviation terminal and \$650,000, 12,000-square-foot hangar.

Weber said his role is to continue along a solid path that’s already laid. “I want to continue to talk to the community, reach out to the community and make sure the airport continues to be an economic driver,” he said.



Rogue Valley-Medford Airport

The gold standard for passenger activity at the Medford airport — achieved in the third quarter of 2012 — proved unbeatable once again in September 2013. Even the third-best September on record, when 54,615 travelers passed through the gates, seemed soft in comparison to a year ago when 56,077 filed through the gates.

The 188,845 passengers flying in and out of the Rogue Valley from July 1 through Sept. 30 last year is a mark Airport Director Bern Case figures will stand for a while — overshadowing even very good months. The 179,674 passenger count during the past three months was 4.9 percent off the 2012 total.



"That 2012 third quarter was the greatest we've ever had," Case said. "Comparing this September to last year is no big deal, I'm not feeling bad about it." For much of the year, Case harbored hopes of eclipsing the all-time annual mark of 647,471 passengers set in 2008. But that seems unlikely now.

"I think we can end up being above last year, because we're only down a third of a percent right now," Case said. "The record is not going to happen, but I think we'll be pretty close to last year." Alaska Air Group unit Horizon Air and Delta Connection posted nearly 6 percent year-over-year gains during the month, while United was up a fraction. Allegiant tumbled by more than 53 percent, partially because it was flying to fewer destinations than a year ago.

Two Allegiant flights were scrubbed on Sept. 22 when the FAA grounded the Las Vegas airline's fleet of 52 MD-80s so the inflatable exit chutes on the 146-passenger planes could be inspected. "It didn't hurt us as bad as some airports, because they only fly in here Thursdays and Sundays, and we were back up the next Thursday," Case said.

An elongated government shutdown or default may have bitten into October numbers. The debt-ceiling deal, however, will be beneficial during the Christmas holidays, he said. "The fact they kicked the can down the road isn't going to hurt," Case said. "People who were wondering about holidays know for sure now, and I think that's a nice reprieve."

Will Rogers World Airport

In honor of the anniversary of September 11 2001, on September 7th 2013 the following members participated in the 2nd annual OKC Memorial Stair Climb located in downtown OKC. Participants climbed 110 floors in full gear with airpack for remembrance and honor of the 343 FDNY fallen firefighters.

FF'r Matt Zeckser (Returning member)

FF'r James Novick(Returning Member)

FF'r Zac Barnes

Sgt Joe Johnson

FF'r Matt Osgood

FF'r Cody Burke

Matt Zeckser is also a 9/11 OKC Memorial Stair Climb committee member that helps organize the event spending many hours to make this event happen smoothly. Last year the stair climb had 139 participating firefighters. This year the climb had 322 sign up. Participants came from all over Oklahoma and several surrounding states to be part of this awesome event.

JOHN G. DIEFENBAKER INTERNATIONAL AIRPORT,

Captain Ruest and crew responded to a fuel fire on the Hanger Ramp at Saskatoon. The narrative below describes what happened. Bryan says it was a good response; the airport was very happy, commending them on how well they managed the emergency.

RESPONSE SUMMARY: Tower called on visible smoke at hangar line. Red 1 & Red 2 responded to hangarline. On route to hangarline black smoke visible-contact central dispatch of Saskatoon Fire -enroute. Red 1 arrived on scene and found a pile of debris from a demolished F-28 on fire. Red 1 & Red 2 applied agent on fire. Red 2 FF Cross donned up and pulled handline off Red 1 and applied agent on fire. Chief house removed pike pole off Red 1 & gave it too FF Cross to conduct overhaul of debris before applying agent onto smoking debris. Contractor BN Metals had demolished an F-28 Fokker aircraft and was scraping up wreckage into a pile with a backhoe when residual jet fuel ignited. They attempted to extinguish fire with hand extinguishers with no success. Damage to airport property was minimal.



8 Foods that Even the Experts Will Not eat (the Fit Responder included!)

Food scientists are shedding light on items loaded with toxins and chemicals—and simple swaps for a cleaner diet and supersized health. Experts from different areas of specialty explain why they won't eat these eight foods. Clean eating means choosing fruits, vegetables, and meats that are raised, grown, and sold with minimal processing. Often they're organic, and rarely (if ever) should they contain additives. But in some cases, the methods of today's food producers are neither clean nor sustainable. The result is damage to our health, the environment, or both. So we decided to take a fresh look at food through the eyes of the people who spend their lives uncovering what's safe—or not—to eat. We asked them a simple question: "What foods do you avoid?" Their answers don't necessarily make up a "banned foods" list. But reaching for the suggested alternatives might bring you better health—and peace of mind.

1. **The Endocrinologist Won't Eat: Canned Tomatoes** Fredrick Vom Saal, is an endocrinologist at the University of Missouri who studies bisphenol-A. The problem: The resin linings of tin cans contain bisphenol-A, a synthetic estrogen that has been linked to ailments ranging from reproductive problems to heart disease, diabetes, and obesity. Unfortunately, acidity (a prominent characteristic of tomatoes) causes BPA to leach into your food. Studies show that the BPA in most people's body exceeds the amount that suppresses sperm production or causes chromosomal damage to the eggs of animals. "You can get 50 mcg of BPA per liter out of a tomato can, and that's a level that is going to impact people, particularly the young," says vom Saal. "I won't go near canned tomatoes." The solution: Choose tomatoes in glass bottles (which do not need resin linings), such as the brands Bionaturae and Coluccio. You can also get several types in Tetra Pak boxes, like Trader Joe's and Pomi. [Exposure to BPA Causes Permanent Damage In OffSpring](#)

2. **The Farmer Won't Eat: Corn-Fed Beef** Joel Salatin is co-owner of Polyface Farms and author of half a dozen books on sustainable farming. The problem: Cattle evolved to eat grass, not grains. But farmers today feed their animals corn and soybeans, which fatten up the animals faster for slaughter. But more money for cattle farmers (and lower prices at the grocery store) means a lot less nutrition for us. A recent comprehensive study conducted by the USDA and researchers from Clemson University found that compared with corn-fed beef, grass-fed beef is higher in beta-carotene, vitamin E, omega-3s, conjugated linoleic acid (CLA), calcium, magnesium, and potassium; lower in inflammatory omega-6s; and lower in saturated fats that have been linked to heart disease. "We need to respect the fact that cows are herbivores, and that does not mean feeding them corn and chicken manure," says Salatin. The solution: Buy grass-fed beef, which can be found at specialty grocers, farmers' markets, and nationally at Whole Foods. It's usually labeled because it demands a premium, but if you don't see it, ask your butcher.

3. **The Toxicologist Won't Eat: Microwave Popcorn** Olga Naidenko, is a senior scientist for the Environmental Working Group. The problem: Chemicals, including perfluorooctanoic acid (PFOA), in the lining of the bag, are part of a class of compounds that may be linked to infertility in humans, according to a recent study from UCLA. In animal testing, the chemicals cause liver, testicular, and pancreatic cancer. Studies show that microwaving causes the chemicals to vaporize—and migrate into your popcorn. "They stay in your body for years and accumulate there," says Naidenko, which is why researchers worry that levels in humans could approach the amounts causing cancers in laboratory animals. DuPont and other manufacturers have promised to phase out PFOA by 2015 under a voluntary EPA plan, but millions of bags of popcorn will be sold between now and then. The solution: Pop organic kernels the old-fashioned way: in a skillet. For flavorings, you can add real butter or dried seasonings, such as dillweed, vegetable flakes, or soup mix. Make it organic and use coconut oil. [If You're Still Eating Microwave Popcorn, You're Not Fully Grasping The Health Consequences.](#)

4. **The Farm Director Won't Eat: Nonorganic Potatoes** Jeffrey Moyer is the chair of the National Organic Standards Board. The problem: Root vegetables absorb herbicides, pesticides, and fungicides that wind up in soil. In the case of potatoes—the nation's most popular vegetable—they're treated with fungicides during the growing season, then sprayed with herbicides to kill off the fibrous vines before harvesting. After they're dug up, the potatoes are treated yet again to prevent them from sprouting.

“Try this experiment: Buy a conventional potato in a store, and try to get it to sprout. It won’t,” says Moyer, who is also farm director of the Rodale Institute (also owned by Rodale Inc., the publisher of Prevention). “I’ve talked with potato growers who say point-blank they would never eat the potatoes they sell. They have separate plots where they grow potatoes for themselves without all the chemicals.” The solution: Buy organic potatoes. Washing isn’t good enough if you’re trying to remove chemicals that have been absorbed into the flesh. Budget tip: Organic potatoes are only \$1 to \$2 a pound, slightly more expensive than conventional spuds.

5. The Fisheries Expert Won’t Eat: Farmed Salmon Dr. David Carpenter, director of the Institute for Health and the Environment at the University at Albany, published a major study in the journal *Science* on contamination in fish. The problem: Nature didn’t intend for salmon to be crammed into pens and fed soy, poultry litter, and hydrolyzed chicken feathers. As a result, farmed salmon is lower in vitamin D and higher in contaminants, including carcinogens, PCBs, brominated flame retardants, and pesticides such as dioxin and DDT. According to Carpenter, the most contaminated fish come from Northern Europe, which can be found on American menus. “You could eat one of these salmon dinners every 5 months without increasing your risk of cancer,” says Carpenter, whose 2004 fish contamination study got broad media attention. “It’s that bad.” Preliminary science has also linked DDT to diabetes and obesity, but some nutritionists believe the benefits of omega-3s outweigh the risks. There is also concern about the high level of antibiotics and pesticides used to treat these fish. When you eat farmed salmon, you get dosed with the same drugs and chemicals. The solution: Switch to wild-caught Alaska salmon. If the package says fresh Atlantic, it’s farmed. There are no commercial fisheries left for wild Atlantic salmon. Farmed Fish vs. Wild Fish: How Healthy Is The Fish At Your Favorite Grocery?

6. The Cancer Researcher Won’t Drink: Milk Produced With Artificial Hormones Rick North is project director of the Campaign for Safe Food at the Oregon Physicians for Social Responsibility and former CEO of the Oregon division of the American Cancer Society. The problem: Milk producers treat their dairy cattle with recombinant bovine growth hormone (rBGH or rBST, as it is also known) to boost milk production. But rBGH also increases udder infections and even pus in the milk. It also leads to higher levels of a hormone called insulin-like growth factor in milk. In people, high levels of IGF-1 may contribute to breast, prostate, and colon cancers. “When the government approved rBGH, it was thought that IGF-1 from milk would be broken down in the human digestive tract,” says North. “There’s not 100 percent proof that this is increasing cancer in humans,” admits North. “However, it’s banned in most industrialized countries.” The solution: Buy raw milk or check labels for rBGH-free, rBST-free, produced without artificial hormones, or organic milk. These phrases indicate rBGH-free products. Why Do Humans Still Drink Milk?

7. The Biotech Specialist Who Won’t Eat Conventional Soy: GMO Unfermented Soy Michael Harris is biotech specialist who has directed several projects within the biotech sector including those for genetically engineered food. He has been a consultant, manager and director for companies such as Xenon Pharmaceuticals and Genon Corporation. The problem: Genetically engineered food is a cause of great concern due to the manipulation of DNA and genetic code including transfers from one species to another. Fermented Soy Is The Only Soy Food Fit for Human Consumption and since almost 90% of soy in the world is genetically modified, if you are not ensuring sources are organic, long-term health problems are inevitable, especially since soy has been found to affect hormonal balance and even cause cancer. The solution: Check labels to ensure soy is Non-GMO or organic and never consume unfermented sources. If possible contact the company to find out exactly where the Non-GMO soy was obtained.

8. The Organic-Foods Expert Won’t Eat: Conventional Apples Mark Kastel, a former executive for agribusiness, is codirector of the Cornucopia Institute, a farm-policy research group that supports organic foods. The problem: If fall fruits held a “most doused in pesticides contest,” apples would win. Why? They are individually grafted (descended from a single tree) so that each variety maintains its distinctive flavor. As such, apples don’t develop resistance to pests and are sprayed frequently. The industry maintains that these residues are not harmful. But Kastel counters that it’s just common sense to minimize exposure by avoiding the most doused produce, like apples. “Farm workers have higher rates of many cancers,” he says. And increasing numbers of studies are starting to link a higher body burden of pesticides (from all sources) with Parkinson’s disease. The solution: Buy organic apples.