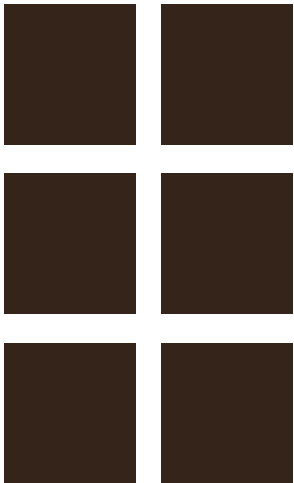


BLUNT BELL BULLETIN



KEEPS GOING, AND
GOING AND GOING.

By
Pearl-Grace Pantaleone
Marketing Coordinator



BELL & ASSOCIATES
ENGINEERING | SURVEYING | 3D SCANNING

Hello all my lovely BELL co-workers:

It is with my sincerest regret to tell you that this will be the last Blunt BELL Bulletin, as I will depart from BELL & Associates.

If you are reading this I am no longer your Marketing Coordinator. I have had so many fun memories with you all, I cannot highlight a single favorite. I have learned so much about surveying, engineering, and being a part of a company so heavily invested in the oil and gas industry—it is my pleasure to have shared these moments with all of you.

To the people at BELL & Associates, keep working hard. Our company has been thriving in Alaska's economy since 1974, and we survived the 80's slump—we can survive this one. There are great things to come with some potential company growth and diversification; however, with great things comes time. Be patient.

Keep maintaining the relationships we have with current clients, and keep pursuing opportunities with new clients. Our strong suit is on the North Slope of Alaska, and we all need to do a bit of business development as a team, not as an individual to keep our strong presence.

We will see employees come and go, but it is our professional services that will stay the same. I am sad to move on, but I am excited to see what BELL becomes in the future.

Best wishes,

Pearl-Grace Pantaleone

**"By leaving behind your old self and taking a leap of faith,
you find out what you are truly capable of becoming."**

– Unknown

TRIO of



EXECUTIVES

By Pearl-Grace Pantaleone

It's been a long time coming, but BELL is proud to announce three large promotions in our Anchorage office and firm headquarters. BELL's three new executives include: Frank "FT" Bell as our Chief Operations Officer; Kyle Griffiths as our Chief Financial Officer; and Chris Burt, PE as our Chief Technology Officer. Together, they have over 25 years of combined professional services to BELL in finance, operations, and engineering. Frank, Kyle, and Chris will join Bob Bell, PE, PLS, Principal and CEO in leading BELL & Associates into the future.

Frank has over ten years of experience of land surveying with BELL in the Prudhoe Bay office as a Head Chainperson, Instrument Person, occasionally as a Party Chief, and most recently our Operations Manager in our Anchorage office. He hopes BELL can remain an enjoyable place to work and foster successful and competitive careers for its employees. Frank has a Bachelor of Arts in Psychology from Alaska Pacific University, and a Master of Science in Psychology also from Alaska Pacific University.

Kyle brings over 10 years of experience in financial services in Oregon and Alaska. Before becoming BELL's Business Manager, Kyle served as a Financial Analyst and Cost Accountant in the Structural Division for Precision Castparts Corp., as well as a Financial Analyst and Operations Analyst for Encore Senior Living, LLC. Kyle has a Bachelor of Science in Business Administration from Portland State University, and a Master of Science in Business Administration with a concentration in Finance from the University of Memphis.

Chris has served over 18 years with BELL in many different roles including Office Technician, Civil Engineer, and 3D Laser Scanning Manager. As one of the prime playmaker in all our equipment and technology advancement, Chris has brought on many projects in 3D modeling and scanning all over the world. He is also in charge of managing the Engineering Department and leading the firm in all platting projects within the state of Alaska.

BELL is pleased to recognize the talents of these three distinguished professionals. Congratulations!



Projects, People!

Here is a list of all BELL's active projects:

Surveying

Put 23 Mine Site DNR Plat
 FFGU Pipe Rack 23A Load Cell Monitoring
 FFGU Pipe Rack 23A 2016 Subsidence
 FS1 to CCP Thermosyphon Install - Survey & GDP
 Pad 13 Remediation EM61 & GPR Scanning
 GPB Lake Survey for Firefighting
 GDP for W Pad Light Pole Cable Replacement
 Sag River Plat Revision for Plan of Operations
 MTS Pit #3 Excavation GDP
 MTS 1 & 2 Pit Stakeout (Shoulder & Toe)
 DS14 Prod Sust P/L Installation Geotech QA Support
 DS14 Prod Sust P/L Install Survey Support
 GC1 (TAR) GLT Header Piping & Platform (outside)

3D Scan

GPB (WOA, EOA, GPMA) BFE Certificates
 CCP-NGI Survey Support for NGL 4" VSM Design
 GC1 Wet Gas Dimensional Control
 West Dock Bridge Ice Coring (TVA Maint)
 DS12 - 02/30 Seawater VSM Replacement
 DS7-15 WTI VSM Repair and Replacement
 DS09-49 WTI VSM Repair and Replacement

DS11-32 WTI VSM Replacement

H Pad 11/32 WTI VSM Repair and Replacement

M Pad M-23 WTI VSM Repair and Replacement

V-Pad & L Pad Survey/Soil Boring

DS17 Lateral Lines 11 & 12 Survey\Ice Boring

J-28 WTI VSM Replacement & Repair

CCP-NGI 4" Mid-Span VSM IFC Design

CPS Line Repair (11,33 and 40) Ice Pads

Leach Creek #6 Culvert Repair

FS1_2C-FS1 & DS12 Make Inspectable

STP Intake Trench Ice and Water Depths

M Pad to S Pad Pipe Bridge Inspection Ice Coring

DS12 Well 21 and 27 Ice Coring

2017 IPIR Ice Road Support

VRS Maintenance and Troubleshooting

GC2 24"Outlet Header Measurements

GPB FFS Survey & Report - Phase I

FS2 STV/IP Pile Cap As-Built Survey

18D Make Piggable VSM Install

GC2 69kV Power Pole Install

FS1 DS2-2C Make Inspectable
 4" NGL Pipeline Mid-Span Pipe Support
 CCP Flare Subsidence and Ice Coring Survey
 Put River PM01-PM02 Pipeline Coring
 FS2 STV/IP Installation Survey Support
 GCI ASTAC to AT&T Earth Station
 Badami ROW Amendment
 Badami Gas Leak Detection Survey
 MPU C-Pad Conductor Install (C44,45,46)
 MPU C-Pad Conductor Install (C47 and C48)
 2017 Northstar Subsidence and NE Piperack
 New Horizons Fiber Install

Civil Engineering

ASRC Barrow Garages
 Wasilla Building Site Plan
 GC2 Wet Gas Addn'l Scan Skids 9, 4, 22
 AWWU Archives Building Record Drawings
 Dale Street Assisted Living Conceptual Site Plan

3D Scanning

GC3 Wet Gas 3D Scanning
 GC1 (TAR) GLT Header Piping & Platform (outside) 3D Scan
 GC1 (TAR) Mod 20 (inside) 3D Scan
 GIS Fabrication Shop Scan

Mechanical Engineering

Haines Senior Center, Daycare Addition
 ASRC Barrow Garages



STEVE

MANSER

employee spotlight

Born in Vancouver to parents that emigrated to Canada from England (Dad) and South Africa (Mom). After spending my childhood in Vancouver with an array of endless pets in the house (including a monkey) I was slow in determining my path in life. I was always good at math throughout my school years so at some point I had an epiphany and decided "I know, I'll be a surveyor!". Off to post-secondary education for my survey training at the British Columbia Institute of Technology. School finished in 1981 and off I went to fulfill my calling.

EARLY CAREER

I started off my new career working in the mining industry in BC and migrated to legal surveying. After about 4 years I was drifting more towards new technologies in survey and ended up moving to Alberta to work for Nortech which was a new company that was the spin-off of the Shell Oil R&D company Shelltech. We were entrenched into the infancy of GPS technology and had in-house GPS vector processing software to work with the current GPS receivers of the day. We used our GPS knowledge to perform high order control networks, navigation support and inertial positioning in over 15 countries worldwide.

The Alberta address was sort of a misnomer as I spent the next 10 years with Nortech bouncing around the planet working

in an array of countries doing a number of bizarre and wonderful projects. Our company was like a family and we all truly enjoyed working with any of our personnel that we were paired up with on a project.

My working career moved to Eastern Europe, Africa, South America, South-East Asia and the Middle East with R&R downtime back in Alberta in short stretches to wash my clothes and visit a doctor (to rid myself of all the parasites and body invasions). During these years I found myself in the middle of a few prominent news events – I was in Yemen when the USS Cole Destroyer was bombed.

I was in Addis Ababa, Ethiopia when the war with Eritrea exploded with a vengeance and we ended up losing a colleague when the helicopter he was riding in was shot down (we then went through a very harrowing escape).



I was confined to an airplane on the tarmac in Panama when the US special forces decided to lock down the airport and blast deafening music across the city and other tactics to try to convince Manuel Noriega to exit and surrender his refuge in the Catholic church. I also found myself in Saudi Arabia when the Khobar Towers (home of the US and Coalition forces) was bombed with devastating results.

Finally, I found myself in Sana'a Yemen and the civil war erupted when the Presidential Residence (basically my neighbor) was bombed with Russian MiG jets. Audrey was evacuated from Yemen on day 2 of the civil war by American Forces when she was 7 months pregnant. I managed to follow a week later courtesy of the British Embassy. In my Nortech family were 2 future BELL employees besides myself – Kirk Wanless and Cam Clarke!

MIDDLE CAREER

I developed a familiarity and comfort with hot countries and left Nortech and worked for several years in Kuwait for Parsons Engineering. My job title was similar to where I am now. I was the Senior Surveyor in charge of all crews and deliverables in support of engineering FEED packages for oilfield infrastructure and development. I really enjoyed working in the Middle East and ended up spending 12 years in the Middle East in 3 separate countries (my family with me for 9 of those years). I returned to Canada with

my family in 2004 and it wasn't long before I was on a plane to Alaska where I thought I might work for a year or two.

A longer time period wasn't in my thought process, after all, it was a far cry from the desert and the 120 degree temperatures that I had become accustomed to. But before the working chapter...

PERSONAL LIFE

During one of the short R&R trips back to Alberta when I was working a couple of Africa jobs a new roommate moved into the house I shared with 2 sisters who owned the home.

After getting to know the new roomie over the next couple of years between hops overseas and back again, Audrey and I were married in 1992 and celebrate our 25th later this year. We have 2 children (both boys) who are now 20 and 22 years old and were raised in the Middle East during their early years.



When on R&R I ski as much as I can in winter and play softball between injuries in the summer. I am also an avid MLB baseball fan (Go Bluejays). Audrey and I love to travel and we hope to visit more places in the world in the future.

We recently purchased a small travel trailer (I loved my tent but.... there comes a time) and spend time different camping between spring and fall (R-Pod style).

CURRENT CAREER

Here I am into my 12th year with my new family(at BELL & Associates. I get to work with a great group of people (not counting the slightly off folk that have filtered through here) in an ever changing work environment. I can always count on great Alaska stories, new technology advances, lively political rhetoric and of course the friendly jest about my homeland – eh!

HAPPY ANNIVERSARY

Thank you for all those employees who have served BELL
all the long years! This Quarter we recognized the
following individuals' work anniversaries:

JANUARY

Tab Cahill, 2 years
Werner, 9 years

FEBRUARY

Craig Springberg, 9 years
David Klein, 4 years
Did Taylor 3 years
John McKiernan, 4 years

MARCH

Gary Kowalczyk, 12 years
Chaz Izatt, 4 years
Peter Anderson, 4 years
Kyle Griffiths, 2 years
Gretchen Bell, 5 years



We don't necessarily have a new logo, but we are in the transition of getting a new one. So to help, we have added BELL & Associates with the mountain range next to the official logo.

Current swag/promotional items we have:

- pens
- mugs
- trucker hats
- men/women jackets
- post cards
- banners
- vehicle magnets
- booth covers
- USB drives
- stickers
- flyers





By Frank "FT" Bell

Chief Operations Officer

Between September and December of 2016 I had the privilege and pleasure of fulfilling one of the great Alaskan traditions that is held dear by so many in our home state: that of earning a private pilot's license. It is a tradition with such history in Alaska that almost all of us have heard wild stories from old time pilots about their intense experiences over the years. With so many pilots in the sky (Alaska is home to 6x more private pilots per capita than the lower 48) and so many "eccentric" old timers zipping around in our unique airspace, it can leave many wondering as to the amount of actual time, effort, and determination it takes to earn your Airman's Certificate. Especially with the FAA's recent shift from the older Practical Test Standards (PTS) to the newer Airman Certification Standards (ACS).

The recent switch to the ACS has added roughly 16 hours to the existing 80 hours or so of flight and ground training needed to appropriately prepare for the 2.5 hour written examination, 3 hour oral examination, and 2 hour flight test required to get your certificate. On these exams you will be expected to get a score of at least 70%, 90%, and 100% respectively. Additionally, when you factor in pre-flight inspections, traffic, post-flight debriefing, as well as the innumerable intangibles such as weather, fueling, snow clearance, etc. It works out to about 3 hours of actual time for every 1 hour of logged flight time. Flight training burns free time like no other, it requires intense studying and practice, and it certainly is not cheap to rent a plane and an instructor (\$175 per flight hour). But what it is, is a hell of a lot of fun! I guarantee that on your first solo flight, the last thing on your mind will be the piles of cash flying out of the exhaust pipe or the fact that you could be doing something else at that moment. You will be far too preoccupied with the unique combination of giggling like a child and trying not to die.

When it's all finally completed, there is a large payoff and sigh of relief when the examiner shakes your hand and says "Congratulations, you're a private pilot!" However, the real reason to do it begins on day 1 of flight training. Lining up on the airstrip, pushing the throttle wide open, seeing the airspeed come alive, and then feeling your flight controls come to life as the wheels lift gently off the runway, is a feeling unlike any other, and can only be understood once you have experienced it. It's almost as good as feeling those wheels gently touch back down again after a long day in the air. As the famous quote says: "Flying is the 2nd greatest thrill known to man. Landing is the 1st."

