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Tour Beautiful Tacoma Narrows Airport
October 19, 2018



Tour of Pierce County Airports—Oct. 19

Join us for a tour of Pierce County Airport – Thun Field and Tacoma Narrows Airport on October 19. We will start the day at Thun Field. Please meet at 10:30 am at the Civil Air Patrol building. We will have coffee and give

a short overview of our Division before touring Thun Field. We will then travel – either by air or land - to Tacoma Narrows. We will meet at the Hub restaurant for lunch at 12:00 and then tour Tacoma Narrows Airport. Please contact Lauren Behm, Airport & Ferry Administrator with questions or RSVPs at (253) 798-2421 or Lauren.Behm@piercecountywa.gov. Please RSVP by October 10.



Lauren Behm
O: 253.798.2421 | C: 253.302.9541
Lauren.Behm@piercecountywa.gov

What's Happening at WAMA?

Your Members at Work



President's Message By Tim Mensonides

It has been an honor to serve the WAMA organization and collaborate with so many talented individuals this past year. The dedication, insight, and effort the WAMA board and its members put forth in furthering the organization is truly amazing.

2018 has been a busy and successful year for the organization, here a few highlights:

-WAMA began organizing Airport Tours: Port Angeles, Yakima and Pierce County airports all were gracious enough to open their doors. Plans are already underway for host airports for 2019.

-WAMA started Way-

points, an email update sent out every 2 weeks to keep members apprised of current events. WAMA Executive Director Marjy Leggett does an outstanding job of putting these messages together.

-Conducting the Joint conference with OAMA at Skamania Lodge, was no small task. The conference committee did an excellent job. There is already talk of having another joint conference in 2021. Perhaps Astoria???

-For the first time in a few years the organization will operate in the black. Credit for making this happen goes to the WAMA Board for monitoring the budgeting closely and adjusting costs.

-WAMA representatives initiated productive interac-

tion with the Seattle Airports District Office on a variety of topics in an effort to open communications between our organizations.

-As you many know the "Fly Washington Passport Program" has stalled for the past 3 years. Because of the active involvement of WAMA, WPA and WSDOT, passports are being printed, stamps are being distributed, and the program will be kicked off at the NW Aviation Tradeshow in February of 2019. This will be an exciting driver to increase aviation activity around the state.

Have a wonderful remainder of 2018. I wish you all the best as we approach the holiday season and a new year.

Blue Skies,
Tim

AIRPORT COMMITTEE

A new rates and charges survey has been sent out to airports.

Also, the group is re-searching airport construction costs and working on a funding guide.

Adam Phelps



State Capital Improvement Program (SCIP) opens Sept. 1

The two-month "open season" for the State Capital Improvement Program (SCIP) starts September 1 and closes October 31, 2018. The SCIP tackles the challenge of targeting limited state and federal resources and prioritizing aviation projects statewide.

When submitting CIP information, the identifying airport

projects will compete for state and/or federal funding within the next five years (2020-2024). After the two-month submission window officially ends Oct. 31, no more changes or additions for projects will be accepted.

To update information, visit <https://business.wsdot.wa.gov/>

[aviation/planning/systemplan/conditionassessment/partners/](#). Clicking the "acknowledge" and "submit" button is crucial when completing editing of all projects. For any questions, contact John MacArthur at (360) 596-8954 or macartj@wsdot.wa.gov.

Meet Our Associate Members

This space is typically held for our associate business members to share information about the services they provide and their company. Summer is their busy season, and with the crunch to complete work before winter sets in, those invited to participate were unable to provide an article in time for this issue's publication.

How it Works:

Associate members who represent various aviation and airport support services are offered an opportunity to purchase a banner ad on the WAMA website for \$150 a year. A banner ad provides a direct link to their business when the banner ad is clicked upon.

For each issue of the WAMA Newsletter, a business name is drawn to be featured. Newsletters are printed four times a year. If you would like your company to be featured, allowing more airports and personnel to recognize you, consider purchasing a banner ad for the coming year and you may be one of those lucky enough to be featured in a future newsletter. To purchase a banner ad, contact Membership@wama.us.

Friday Harbor Airport Manager Stuart Hansen Retires

By Corley McFarland

For anyone that might have missed the news, August of this year, Stuart Hansen retired from his post as the Friday Harbor Airport (FHR) Manager. Though I for one am excited that Stu will have additional time to devote to his family and other passions. Passions, which include sports cars and motorcycle touring. His daily contribution to FHR and aviation in the Pacific Northwest and beyond will be missed.

Those that were fortunate enough to get to work with Stu know his commitment towards all things aviation and the tireless work and

dedication he put into bringing upgrades and safety improvements to the Friday Harbor Airport. Projects that were accomplished under Stu's watch included airfield electrical construction support, grading and drainage improvements south of Runway 16-34, obstruction removal activities, construction of a U.S. Customs and Border Protection facility at the airport, and support for continued hangar development.

Aviation has a tendency to get into your blood and remain with you for a lifetime. Though now officially retired, I foresee continued contributions to the aviation communi-



ty from Stu. In a recent conversation, he was expressing interest in piloting a Light Sport Aircraft so he may be visiting your local airport in pursuit of a "hundred-dollar hamburger" someday soon.

The next time you see Stu, please wish him well on his retirement if you have not already gotten the chance!

LEGISLATIVE COMMITTEE

The Washington Airport Management Association is working in close coordination with David Ketchum at WSCAA, and he is planning a meeting with Rep. Dent and David Fleckenstein with WSDOT to discuss legislative priorities. Additionally, they plan to hold another meeting similar to last year to review priorities with key legislators.

Finally, the Legislative Committee recommends airport sponsors reach out to their lobbyist and representatives to support WAMA's legislative priorities. The additional support throughout the state will set the state for success as these bills reach Olympia. WAMA's draft 2018-19 legislative priorities can be located at <https://www.wama.us/legislative>

Rob Peterson,
Vice President

AIRPORT SPOTLIGHT

INTRODUCING WALLA WALLA REGIONAL AIRPORT

Walla Walla is nestled in the southeastern corner of Washington State, at the foot of the Blue Mountains. Walla Walla is well-known for its wine, wheat, sweet onions, and historical downtown. The magic of the Walla Walla community has charmed long-time residents and newcomers for decades. So, consider yourself officially invited to Walla Walla to experience our rich history!

Mark your calendars for the next WAMA Conference in June 2019 in WALLA WALLA, WA—the town so nice, they named it twice!

Early Aviators

On September 19, 1910, pilot A.C. Tunnison brought a Bleriot Monoplane to the Walla Walla County Fair. His attempts to get airborne were futile. Then, April 26, 1911, Walter Brookins in a Wright Biplane made a successful flight at the fairgrounds and the next day Brookins and Charles Willard flew over the fairgrounds in two planes. It is believed that these are the first two airplanes ever to be airborne at the same time in the State of Washington.

Aviation continued to feed the imagination in the Walla Walla Valley with T.T. Maroney flying a night flight at the fairgrounds in 1914 and automobile racer



Barney Oldfield put on car vs. airplane races at the fairgrounds in 1915.

World War II

Interest in aviation in Walla Walla continued to flourish with the airport changing locations at least two times until three days after the bombing of Pearl Harbor. The War Department announced they would be spending over 7.5 million dollars to construct an Army Air Corps Training Airfield adjacent to the existing Walla Walla Airfield. With the old 200-acre municipal airport as a nucleus, development of the Walla Walla Army Air Base commenced and ulti-

mately comprised of 2,164 acres of land. Over 300 buildings were constructed and equipped to house, feed and train approximately 6,000 men at one time. The 91st Bomb Group lays claim to being the first Army Air Forces outfit to utilize the Walla Walla Base. Upon arrival, they trained and learned to fly B-17 airplanes. The 91st Bomb Group went on to distinguish itself in combat over Europe. Several of these crews made outstanding records during their tour of duty and were well publicized upon their return to the states with names such as “Jack the Ripper”, “Memphis Belle” and “Delta Rebel”.

Late in 1943, Walla Walla Army Airfield lay idle when the Sec-

Continued on page 6



SCHOLARSHIP COMMITTEE

The Scholarship Committee will be gearing up soon to update the forms for 2019 and prepare them in time to be distributed at the Northwest Aviation Conference and Trade Show.

Jennifer Skoglund
Director

Executive Director:

Marjy Leggett



As we move into fall, activities at WAMA tend to ramp up.

- By the middle of October, we will have our slate of candidates running for offices and open board positions. Voting will take place later in October with results announced in November.
- Once the officers are elected, committee chairs will be chosen. We encourage you to volunteer to be on a committee. For most committees, it involves a tele-conference once a month and it gives you an opportunity to be an active part of WAMA, see what is taking place at the Board level, and help to make a difference in our organization.
- The Scholarship Committee will be updating the documents for 2019 and will soon be sending out invitations to apply.
- Our membership drive begins in September with renewals in January. Now is the time to talk to your associates-- the contractors and consultants with whom you work-- to encourage them to join. Benefits to associates include receiving the biweekly WAMA Waypoints, the quarterly newsletter, invitation to the WAMA Conference and airport tours, and the opportunity to purchase a banner ad and have their business featured in the newsletter.
- For airport management members, besides the bi-

weekly WAMA Waypoints and quarterly newsletter, a great service is the ability to have a question answered quickly by airport managers around the state who have dealt with the issue you are questioning. Recently, a non-member Washington airport had an insurance question. The airport wanted to know what other airports did in their particular situation. Unfortunately, not being a WAMA member, I was unable to forward the question out to the membership. As you talk to fellow airport staff, make them aware of this very helpful service we offer. Our experienced airport staff members are very knowledgeable and more helpful than Google.

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MEMBERSHIP COMMITTEE

The WAMA Membership Committee has been meeting to discuss the membership renewal process for 2019 and finalizing banner advertising notices. The Committee has also been working on updating many of the WAMA Membership Airport Categories to match that of WSDOT's Airport Categories. This information will be brought to the WAMA Board for a vote at their next board meeting to become effective in time for 2019 renewals.

Lorene Robinson
Membership Chairman

AVIATION HISTORY:

Sept. 21, 1942: First B-29 Maiden Flight

DAVID FIELD

Two noteworthy events in the history of military aviation took place in Washington on September 21, 1942. The first, at Boeing Field, was the maiden flight of the B-29 bomber, a top-secret aircraft that the Boeing Company had been working on prior to America's entry into World War II. Although the project later suffered a setback, thousands of B-29s were eventually used in the Pacific theater and the Superfortress became the only aircraft to drop atomic bombs during war.

And as Boeing engineers watched the prototype B-29 take to the air, military brass were gathered near Oak Harbor for the opening of Naval Air Station Whidbey Island. During World War II, NAS

Whidbey was used to train fighter and patrol-bomber crews, and it remains the navy's principal air facility north of San Francisco and west of Chicago.



AIRPORT SPOTLIGHT

WALLA WALLA Continued...

ond Air Force withdrew its B-17 Flying Fortress training operation. However, in April of the following year, the Fourth Air Force took charge of the airstrip and established a training base for B-24 Liberator crews. During the war years, it is estimated

od, the Airport Board received an approved Civil Aviation Authority's full and complete title to the \$13 million airport on April 10, 1949. This was the first joint ownership (City/County) permitted in the entire nation.



CONFERENCE COMMITTEE

The conference committee has scheduled the 2019 conference for June 2-5, 2019 at the Marcus Whitman Hotel in beautiful Walla Walla.

We welcome suggestions on topics and speakers and feel free to send that information to Kelly Thompson at kelly@portofbenton.com

Or call at 509 375-3060.

For those of you who really like to plan ahead, the conference committee has also scheduled the 2020 conference for May 31- June 3, 2020 at the Sun Mountain Lodge in Winthrop.

John Haakenson
Conference Committee
Chairman



that more than 8,000 officers and men were trained at this base producing 594 heavy bomber crews who compiled about 114,514 hours in the air while in training.

In 1947 the United States Air Force declared the Walla Walla Airfield surplus and on December 1, 1947 the City and County took over operations. An Airport Board was formed to manage the airport and the complexities of the facilities transfer. After considerably less than the standard two year probationary peri-

Present Day

In 1989 the Port of Walla Walla took ownership and operational responsibility of the airport, and changed its name to "Walla Walla Regional Airport." The primary runway is 6,526' x 150', part 139 certificated for commercial air service with daily flights operated by Alaska Airlines. Ninety-four aircraft

are based at the airport. This month the airport is completing a \$13.9 million, 2-year reconstruction project of its parallel taxiway and connectors.

The airport encompasses 2,400 acres which include a university flight school and many general aviation and corporate hangars. The airport also utilizes many of the original Army Air base buildings in the Airport District with a number of properties leased to wineries, breweries, distilleries and other businesses.

We look forward to showing off Walla Walla and the airport to WAMA members next year on June 3-5, 2019!



Chehalis-Centralia Airport deploys drone to chase birds off the runway

By Alex Brown

Reprinted by permission from The Chronicle in Centralia

June 22, 2018 04:08 PM

When rogue seagulls land at the Chehalis-Centralia Airport, it's up to the airport's staff to make sure the birds stay away from the runway.

"One thing that is very important is that aircraft don't strike birds," said airport operations coordinator Brandon Rakes. "If a jet were to inhale a seagull, it would be a bad day for everybody."

Rakes referenced Chesley "Sully" Sullenberger, who crash-landed a commercial jet in the Hudson River in New York after striking a flock of geese in 2009.

"We don't want nothing crash-landing in the Chehalis," airport maintenance staffer Austin Barnes joked.

Currently, Barnes and his team use firearms to scare away the birds, shooting off explosive rounds that burst overhead with a loud bang. But soon, they'll be switching to a drone, flying the airport's new DJI Mavic Pro quadcopter out to "haze" any animals that wander onto the runway.

"This gives us a cleaner, safer, more effective way to deal with those," Rakes said.

Using a drone poses less danger than firing projectiles, and it's also less likely to leave debris on the runway. It also makes less noise, mak-



ing it a more "community-friendly" option in light of the many nearby businesses.

"That thing's a lot quieter than a bird-banger gun," Barnes said.

Barnes said scaring off birds can be time-consuming, especially in the winter when wet weather seems to bring them to the airport regularly.

Rakes first learned about the drone option at an industry conference last year. After spending some time doing research, he opted to purchase the drone two weeks ago. The \$900 model has a range of four miles, though Rakes said he's legally required to operate it within line of sight.

Rakes is the only airport staffer now licensed to operate the drone, though other airport employees will be completing the training soon. Though he has yet to send the drone after any birds, Rakes is excited to put his newest piece of equipment to work.

"This isn't a toy," he said. "This is an actual tool."

The drone is equipped with a 4K resolution camera, GPS sensors to return it to its takeoff point if it loses reception, and obstacle avoidance technology. It also uses geofencing to keep it away from pre-mapped areas that might pose a danger to aircraft. Its battery allows it to fly for about 27 minutes.

Scaring seagulls may not be the only task Rakes finds for the drone. He said it could prove useful for hangar inspections, documenting repairs on airport projects, and providing imagery for airport property Chehalis is attempting to market.

"We're still coming up with uses for it," he said.

Read more here: <http://www.theolympian.com/news/local/article213697589.html#storylink=cpy>

HUMAN RESOURCES COMMITTEE

The Human Resources Committee is ramping up again to conduct nominations and elections for our 2019-2020 Board of Directors. The WAMA Board is a great place to connect with other professionals, stay on top of current issues, and contribute to the success of our organization. The engagement of our airport professionals helps to strengthen and improve both WAMA and the airport communities we serve. With that, please give some consideration to nominating yourself or a colleague for the open positions as advertised on our website.

The deadline is fast approaching, as the slate of candidates will be established by early October, followed by membership vote. Please send nominations to:

President@wama.us and secretary@wama.us by October 5th. We greatly appreciate the efforts of all our members!

Laura Holthus
Human Resources

Winter Preparations at Tacoma Narrows Airport

By Justin VanSlyke

Many of us are familiar with winter preparations in the northwest. We take necessary steps to ensure that we don't run into wintertime issues by cleaning the yard, working on the car and covering exterior water facets. Winter preparations also go a long way to improving airports for the cold and rainy months.

Tacoma Narrows Airport is 568 acres and keeping up with the grounds maintenance is a large task. We plan to have the majority of the "big" mowing complete by the beginning of Sep-



Stormy Day at Tacoma Narrows

tember. This includes most of the airfield. Typically, we mow around the runway lights one last time in September, if it's not too wet. This will keep the grass around the runway/taxiway lights short enough until spring. We also have the airport professionally swept two times per year with one sweeping at the beginning of winter.

Once we are done mowing for the year we spend time cleaning and maintaining equipment. Both mowers are washed and greased. They will not be used for some time so it is important to remove all the debris and

grease to prevent any corrosion or rusting while they are stored. This is also a good time to clean all the maintenance equipment and make sure it is in good condition for the following spring. This includes string trimmers, blowers, pressure washer, etc. We like to make sure the equipment filled with fuel and we have extra fuel on hand in case of an emergency as well. The backup generator can also be refueled now. Ensuring that all equipment is in good working condition, clean and accessible can ensure that we are ready for any unforeseen circumstances throughout the winter.

Building maintenance never ends. Most airports don't have that new car smell. I am sure that we all share the common issues, such as: leaking roofs, gutters and hanger doors that don't work properly. Addressing the issues right away is very important. Having roofing and door contractors on call improves response time and



Snow plow at TIW

customer service for airport users. There are times when we'll have to fix these common issues on our own. Sometimes it can be an easy fix, and sometimes it is best to have a professional do the work. The tenants take note of and appreciate the contractor's quality of work.

This is a good time of the year to review emergency procedures. We often discuss the snow plow procedure and go over the maps for both of Pierce County's airports. Take a proactive approach to preparing for winter. It is important to prioritize the work as new tasks always pop up. It might take a couple months to complete the winter preparations but knowing that the airport is well maintained and prepared for the coming season is worth the effort.

Justin VanSlyke
Pierce County Planning and
Public Works, Airport & Ferry
Division
Operations & Maintenance
Technician



Hub Roof Sealing



ELECTRIC AIRCRAFT WORKING GROUP

The Electric Aircraft Working Group continues to move forward in their analysis of the possibilities for commercial use in Washington State. Breakout groups are helping generate content and address many of the unknowns associated with electric aircraft technology. The breakout groups are comprised of industry experts and leaders from across the state the NW region.

JOB OPPORTUNITIES

Have a job to post? Looking for a job? Check out the WAMA website for the latest postings.

<http://www.wama.us/jobs/>



Auburn Municipal Airport Airport Manager

Auburn Municipal Airport has an open position for Airport Manager. Check out their brochure at [and the job application at <https://wama.us/jobs>](#) . Questions? Contact Jamelle Garcia at Jamelle@s50wa.com or Director of Public Works Ingrid Gaub at igaub@auburnwa.gov or call 253-804-3113

Sights from the Yakima Airport Tour



Medically equipped Airlift NW
helicopter



Airlift NW demonstrates how
to load a patient into a heli-
copter



Line-up of Brand New Cub-
Crafters on the Field

Yakima Airport Tour

On August 10th, Yakima Air Terminal-McAllister / Field's Airport Manager Rob Peterson hosted the second of the WAMA airport tours . As visitors assembled for coffee and doughnuts, Rob gave an overview of the history, current projects, and future plans for the airfield.



Rob Peterson gives an overview

The event included a tour of the Airlift NW facility, Yakima Fire Department Station 94, a visit to the McAllister Museum, a walk through the Cub-Crafters Manufacturing Plant, and a look at the maintenance department's new MB-4 Snow-blower.



Worker concentrates on a wing

The day ended with lunch and discussion at the Creekside Restaurant.

Thanks to Rob Peterson for serving as a gracious host and providing an informative, very worthwhile event!



New MB-4 Snowblower



WAMA Tours Yakima Airport

Upcoming Tours

October 19—Pierce County (Tacoma Narrows and Thun Field)

Tour begins at 10:30 a.m.



FLY WASHINGTON PASSPORT PROGRAM

SLATED TO LAUNCH IN FEBRUARY

WSDOT Aviation Division in partnership with the Port of Bremerton and Bremerton National Airport, Washington Airport Management Association (WAMA), the Washington Pilots Association

(WPA), and the Aircraft Owners and Pilots Association (AOPA) is excited to announce the launch of the Fly Washington Passport Program.

The program kicks off this coming February 2019 at the

NW Aviation Conference and Trade Show. The WSDOT staff will be on hand to answer questions and issue passports to all general aviation pilots interested in participating. Passports will also be available at the Bremerton booth.

HOW IT WORKS

The Fly Washington Passport Program is a win-win for both pilots and airports. It encourages pilots to do more flying and to fly into areas they might not have previously ventured. And, it provides an economic boost for airports as pilots fly in, pur-

chase fuel, lunch, and maybe even an overnight stay or maintenance services.

Washington State is divided into six regions: Olympic, South Central, Southwest, Northwest, North Central, and Eastern. Pilots will stop at each airport and stamp their passport book with the

stamp provided by WSDOT. Once a pilot has landed in each public use airport within a region, he or she is eligible to receive a patch unique to that region. Upon completion of all of the regions, the pilot will be awarded a flight jacket on which the patches can be proudly displayed.

LOOKING FOR TALENTED AND CREATIVE DESIGNERS

WSDOT is looking for talented and creative designers to design a patch that will be distributed for each of the Washington State regions: Olympic, South Central, Southwest, Northwest, North Central, and Eastern.

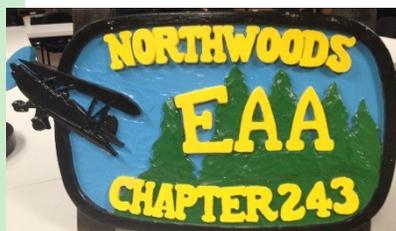
The patches awarded for completing each region should be a minimum of 3 inches and maximum of 4 inches in height and width.



The shape doesn't have to be circular and can be any color. The patch should be representative of the region it will represent. (historically, culturally, geographically, etc.)

To whet the creative juices, we have provided samples of patches used by other organizations, care of George Steed, Washington Pilots Association president.

Send your designs to WSDOT care of Max Platts at PlattsT@wsdot.wa.gov



www.wama.us

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WASHINGTON AIRPORT MANAGEMENT ASSOCIATION

MISSION: To improve Airports and Airport Management in Washington State.

PURPOSE:

- a. Link airport managers in Washington State to achieve their common interests.
- b. Identify and address problems and opportunities among airports in the state.
- c. Provide mutual support among members to benefit aviation.
- d. Provide educational opportunities for development of airport managers and staff.
- e. Review and refine industry procedures and regulations.
- f. Educate the public and airport users regarding the value and benefits of airports.
- g. Assist airports in meeting their obligations to the larger community.

Newsletter questions?
Contact Marjy Leggett
Director@wama.us

...Executive Director Report Continued

- Keep in mind that the WAMA Waypoints and newsletters are information vehicles. Feel free to send me articles, updates, news on retirements, promotions, or honors, job notifications, or other pieces of information that will be of interest to WAMA members.
- As we head toward 2019, the Fly Washington Passport Program is alive and well and is looking forward to launching the program officially at the Northwest Aviation Conference and Trade Show in February. It is exciting that this is finally coming to fruition. It will be a benefit for airports and pilots alike.

As I approach the completion of my third year with WAMA, I feel fortunate to be able to work with such talented, goal-oriented, supportive, and friendly people. All of you make this the best job I have ever had, and it is an honor to be serving WAMA. Thanks to you all and have a safe and enjoyable fall.

Marjy



T-O Engineers, Inc., has merged with GDA Engineers (GDA), a prominent civil engineering and surveying firm based in Cody, Wyoming.

GDA, founded in 1953, specializes in civil engineering, aviation planning, surveying and geo-

T-O Engineers, Inc. Merges with GDA Engineers

spatial solutions for clients across the Rocky Mountain Region. Currently, the firm has 30 team members as well as office locations in Heber City, Utah, and Boise, Idaho. The combination will unite the two industry-leading companies with complementary capabilities, cultures, and relationships.

T-O Engineers will maintain its headquarters in Meridian, Idaho, and will continue to use GDA's existing Wyoming, Utah, and Boise offices, bringing the company to eight total office locations spread across four western states.