



WAMA NEWS

Washington Airport Management Association

SUMMER 2011

Executive Officers

PRESIDENT

Ryan Zulauf
Renton Airport
425.430.7471

VICE PRESIDENT

Bill Penor
Snohomish County Paine
Field Airport
425.353.1607

SECRETARY

Rich Mueller
Port of Moses Lake
509.762.5054

TREASURER

Kandace Harvey
Harvey Field
360.568.1541

PAST PRESIDENT

Robb Parish
Pullman-Moscow Regional
Airport
509.338.3223

Board Members

John Haakenson
Port of Benton
509.375.3060

Jennifer Skoglund
Port of Walla Walla
509.525.3100

John Shambaugh
WSDOT Aviation Division
360.651.6300

David Field, P.E.
Sr. Aviation Consultant,
WHPacific
425.951.4804

PRESIDENT'S MESSAGE

Ryan Zulauf, WAMA President, 2010-2011

I hope that everyone is having an enjoyable summer despite our drizzly weather. In this issue of WAMA NEWS, we cover topics ranging from celebration of Harvey Airfield's "First Flight Centennial", internship, scholarship and membership articles, the celebration of retirement, welcoming of the new management at Pullman and more. Before you continue to read more of WAMA NEWS, I wanted to mention three other important topics; WAMA's 2011 Legislative Success, our welcoming of the new Aviation Division Director at WSDOT, and a reminder about upcoming WAMA Board/Officer elections in the fall for the 2012-2013 time period.

Thanks to WAMA's lobbyist and the hard work by many people, WAMA's legislative success for this year was the passage of Senate Bill 5337. Senate Bill 5337 allows state grant funding for privately owned, public use airports that are essential to the airport system in the state. This bill also carried an important provision which authorized the WSDOT Aviation Division to establish, by rule, criteria for administering financial assistance for any airport accepting state grant funding – in other words, the development of state grant assurances. The WAMA Board and Officers look forward to working with the WSDOT Aviation Division in the coming year to develop these state grant assurances with the goal of protecting the flying public's investment in Washington's system of airports.

In September, the WAMA Board and Officers will welcome Tristan Atkins who is the new incoming WSDOT Aviation Division Director. The Board and Officers look forward to hearing from Director Atkins about his goals for the Division over the next two years. A few of the key areas of interest will be how the department will move forward on developing the statewide ACIP and the effort to assume the programming responsibilities for AIP non-primary entitlement dollars critical to funding airport capital projects, the upcoming airport pavement assessment and the economic study.

As a reminder, elections for position on the WAMA Board and Officer positions will occur in the fall for the 2012-2013 time periods. Consistent with the WAMA Bylaws, a nomination committee will be soliciting for names from WAMA members interested in contributing their time and energy to continuing WAMA's successes. So, watch for those communications!

WAMA NEWS is full of interesting articles, so please read on!



Contents

President's Message

Goodbye Robb Parish

Welcome Tony Bean

WAMA Happenings

WSDOT Aviation Happenings

Mike Wren Gains Accolades

Airport Pavement Maintenance

First Powered Flight

ARE YOU A MEMBER OF WAMA?

Join WAMA to support the Airport Management Profession and help to preserve and develop the Washington State Airport system for the long-term future.

<http://www.wama.us/join.html>

IT'S NOT GOODBYE TO ROBB PARISH

You may find him having coffee at the airport

Pullman-Moscow Regional Airport (PUW) will say goodbye to its enthusiastic and much-loved manager on June 30, when Robb Parish departs for his retirement after 11 years of service to the community.

Parish became manager at the Pullman-Moscow Airport on July 10, 2000, and in those 11 years accomplished many significant things for the community. Retirement is not a new idea for Parish; he has tried once before. As he finishes his last few weeks as manager of the airport, Parish is looking forward to his second retirement, he said.

"I am definitely looking forward to the retirement activities," Parish said.

Parish celebrated his first retirement from his work as a Foreign Service officer for the federal government in 1996 then moved to the Pullman area.

"I moved out here and I got involved in some economic development activities over in Idaho, but I was on the airport board for about three years before I was the manager," he said.

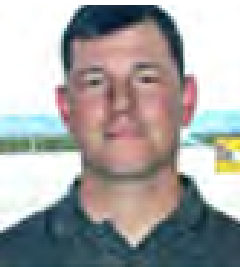
When his predecessor Mitch Chandler left for another airport, Parish took over to give the airport board time to find a replacement.

"I was happy to take care of that position until they could make an announcement," he said. "The next thing I knew, they asked me to take the job."

"I love the people I'm working with out here. I mean in the end it's all about people isn't it?" he said. "The people that I work with at FAA, TSA, our Board of Directors, my staff, that's just what really makes it a great job, all these wonderful people that I get to work with."

New Manager Tony Bean has Robb on retainer for a little while to ease the transition for both of them.

(Thanks to The Daily Evergreen)



Welcome to Tony Bean, new Airport Manager for PUW

The Pullman-Moscow Regional Airport Board named Anthony (Tony) Bean as the new airport manager, replacing Robb Parish who retired as of June 30, 2011.

The vote came Wednesday during the board's regularly scheduled meeting.

Bean previously was the manager of the Yellowstone Airport, a commercial service airport located in West Yellowstone, Montana. He has been in that position since 2006 and is an employee of the state of Montana Aeronautics Division.

He has been responsible for all activities involving the airport and has worked closely with the Federal Aviation Administration in securing grants for the airport. Prior to his work as airport manager, he was an employee of the Transportation Security Administration. He also served as a commercial service airport intern in Helena, Montana and Richlands, North Carolina.

He served in the United States Marine Corps from 1995 to 2003, leaving the service as sergeant and instructor at Cherry Point, North Carolina.

Tony is working on his AAE accreditation and served on the Montana Airport Management Association Board.

WAMA'S HAPPENINGS

WAMA Spring Conference

The Spring Conference was held this year at the Red Lion at Seatac. It was an excellent conference and major kudos to the Ports of Pasco, Kennewick and especially to the Port of Benton - John Haakenson and Kelly Thompson. They did a great job of putting the conference together AND coming out well financially. Thanks also to the Associate Member Sponsors who contributed both financially and technically. Without you all these conferences would not work.

The conference was well attended and a great time was had by all. A few Highlights:

Paula Hammond, Secretary, Washington DOT, discussed the status and future of WSDOT, especially as it relates to the changing State financial picture.

Dinner at the Museum of Flight was a big hit. Attendees got to walk around and view the museum displays.

At the business meeting, Robb Parish was presented with a plaque acknowledging his contribution to the Pullman-Moscow Airport, the industry and to WAMA.

Conference attendees enjoyed the door prizes – thanks to all those who contributed them. One of the best was contributed by Kandace Harvey – a parachute jump (dual) at Harvey Field. A recent check showed that the winner has not yet shown up to collect his prize.

Thanks again to the attendees, presenters, vendors and contributors – you all made it a great experience. And thanks again to Kelly.

A note from Carissa Bourdon, who attended the WAMA Spring conference on scholarship

A famous French clergyman once said, "Experience comprises illusions lost, rather than wisdom gained," but usually experience is the most expensive teaching method of all. I want to warmly thank WAMA for giving me the opportunity, and the funds, to attend the Spring WAMA Conference in Seattle this last May, the experience to attend something like that as a student is invaluable. I recently graduated from Central Washington

University with a Bachelor of Science in Aviation Management and am working part time for Century West. My husband and I are planning to move to Western Washington at the end of the summer and I will be looking for a job as an airport manager assistant or a similar internship. I would love to hear from anyone that may have advice or an opportunity for me or would like to request a copy of my resume. I think we work in the most exciting and interesting field in the industry and I am passionate about everything that involves wings and a call sign; thank you so much for allowing me to meet you and sit in on your meetings. Here's to clear skies and tailwinds!

Sincerely, Carissa Bourdon, bourdon.8238@gmail.com

WAMA Members and Recruitment

It was great to see so many WAMA members at our spring 2011 conference in Seattle. WAMA is an organization made up of dedicated, airport professionals where current and new airport information, ideas and networking is valuable to all involved. The board encourages its members to seek out new folks who may be interested in joining WAMA and encourage their involvement. Your board also continues to reach out to airports and stakeholders that we haven't seen for awhile throughout the state to introduce ourselves and to share the benefits they would receive by joining the WAMA organization.

Submitted by Jennifer Skoglund

WAMA Scholarship status for 2011

The Board has previously approved a budget item providing for one internship and two \$1000 scholarships, a total of \$3000 for the current year. As of now we have approved the internship; we have received no application for a scholarship.

The \$2000 budgeted amount for scholarships is still available. If you know of someone interested in a scholarship, let them know of our funding situation and point them to the scholarship information on the WAMA web site so they can understand eligibility requirements. As noted elsewhere in this issue, we will be working with Central Washington University to make sure the word gets out to potential candidates.

DOT Secretary Paula Hammond with WAMA Officers and Board Members



WAMA Internship - 2011

The 2011 WAMA intern scholarship was awarded to Deer Park Airport to support an internship for Darold Schultz. Darold is enrolled in the AAE Certified Member program and plans to pursue Accredited Airport Executive status in the future. He is a long-term resident of the Deer Park area and has been interested in aviation since his first airplane ride at age six.

As airport manager, I am fortunate to have the opportunity to work with Darold as an airport management intern. He brings to the job a unique variety of work and life experiences, including heavy equipment operation, construction, previous ownership of a grounds maintenance company, certified flight instructor-instruments, and long term foster parent. His flight experience complements his understanding of airport safety and maintenance issues, and he is ready and able to tackle any assignment with minimal guidance. He listens carefully as we discuss AIP project details with our engineering consultants and offers thoughtful input.

His presence as an intern has resulted in more consistent airport inspections, routine maintenance of equipment, and I have actually been able to take a vacation knowing that the airport is in good hands. Plus, the grounds have never looked better!

Darold looks forward to helping the airport achieve the newly established capital improvement program and continuing to encourage a positive relationship between the airport and community.

The WAMA scholarship will allow Darold to pursue additional training at a AAE workshop and attendance at the WAMA meeting. Thanks, WAMA for helping guide this future airport manager.

Penni Loomis, Airport Manager

WSDOT AVIATION HAPPENINGS

Aviation Economic Impact Study

The Aviation Economic Impact Study is steadily progressing with several milestones approaching. Perhaps the most notable for airport managers is the review of the draft airport profiles. These profiles are a one-page, front and back document that will communicate to decision makers, stakeholders and the general public the benefits that airports brings to the state and to the communities they serve. Page one of the profile will detail the airport's facilities and services information, while page two will provide the economic data.

In August WSDOT will send each airport via email their draft profile and provide instructions for review. It remains imperative that airports review their information carefully, as this data will be used to tell the story about how each airport helps to enhance our

state's economic vitality. WSDOT staff are available to assist airport sponsors through this review process.

The final airport profiles will reside on WSDOT's Airport Information System database, where each airport manager will have the ability to log in and update their information every year. This will help to keep the information current, up-to-date and reliable for years to come.

More information about the Aviation Economic Impact Study is available at: <http://www.wsdot.wa.gov/aviation/WAEconomicStudy.htm>.

State Capital Improvement Program

Like the highway system, Washington's system of 138 public use airports is a critical component of the state's transportation system. And, also like the highway system, constant maintenance and improvements are necessary to meet the needs and demands of the traveling public.

Simply put, current aviation system needs far outweigh available funding. The State Capital Improvement Program (SCIP) will tackle the challenge of targeting state and federal resources in a more strategic way by better identifying and prioritizing aviation related projects. This process will help WSDOT Aviation and local governments communicate to decision-makers about the need for continued and increased investments into Washington's airport system. The program is intended to be a continuous, multi-year funding program that will assess short-term (0-5 year) and long-term (5-20 year) airport improvement needs for the Washington state airport system. The SCIP will help agencies including WSDOT Aviation, the Federal Aviation Administration (FAA) and local governments to better anticipate future airport development capital needs and to make strategic investments to maximize financial resources.

WSDOT will develop and implement the program on two fronts; a program for airports eligible for FAA Airport Improvement Program (AIP) funds and a program for airports only eligible for WSDOT Airport Aid Program funds. For AIP eligible airports, the SCIP program will be developed in partnership with the Federal Aviation Administration (FAA) Northwest Mountain Region and the FAA Seattle Airports District Office (ADO). The Seattle ADO is the primary FAA regional Line of Business overseeing airport development and funding in the states of Washington, Idaho and Oregon. In support of this partnership, the FAA has provided WSDOT Aviation with a grant to develop an AIP eligible State Capital Improvement Program (SCIP).

For more information contact WSDOT Aviation Planner Chris Pomeroy at 360-708-7565.

MIKE WREN, AIRPORT MANAGER, PORT OF EPHRATA, GAINS CUSTOMER ACCOLADES

Airport Management is a tough job typically requiring the need to balance competing priorities. Balancing these priorities while maintaining a happy customer base is an equally challenging task – one that Mike Wren, Airport Manager at the Port of Ephrata seems to do with ease.

“While Ephrata and its past airport managers have always been good to work with and have often championed our privilege to fly aerobatics there, in recent years Mike Wren has really helped set the bar high” said John Smutny of the International Aerobatic Club (IAC), Chapter 67.

“From the perspective of the members of the IAC Chapter 67, one of the best examples of this was establishing fuel pumps run by the Port of Ephrata. When the fuel proprietor started to run into difficulties and couldn't be relied upon to ensure fuel was on site, the consequences for us in the aerobatic club would have been the cancellation of our contest. It would have been a logistical nightmare to operate out of Moses Lake, and a financial burden to bring a fuel truck on site for our use. Mike's push to get the fuel pumps up and operating prior to our first event that year is quite a feat that we really appreciate.”

“The Port is always extremely accommodating in our use of their facilities for our training camps and contests. Over the last 18 months Mike has made fantastic improvements to the facilities that will improve the quality of our events and the experiences of our non-flying family supporters. The entire International Aerobatic Club, Chapter 67, appreciate Mike's hard work, his easy-to-work-with attitude and his ability to get things done for his customers”

Obviously, Mike Wren is doing a great job of fostering professionalism in the area of Airport Management and in doing so he models the core values that the Washington Airport Management Association encourages all of its members to strive towards.

AIRPORT PAVEMENT MAINTENANCE

It is summer time and hopefully some decent weather has come your way to conduct airside pavement maintenance.

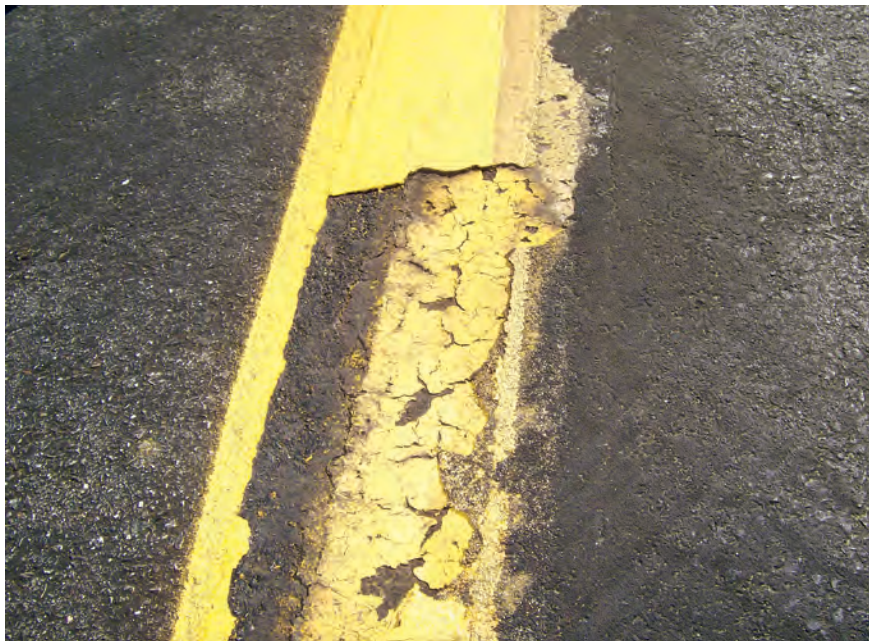
Typical summer projects for an airport include repainting of runway/taxiway markings, I would like to share a few lessons learned when it comes to painting the airside. Normally you should expect an average of 3 years out of a coat of traffic paint if the areas being painted have been properly prepared.

Obviously the first important item is the condition of the existing paint; if there are existing pavement markings it is important to consider the surface you will be painting over. If it is relatively new paint and you have a clean surface to go over with the new coating it typically will not present too much of an issue. However, if you are faced with a surface that is cracking, flaking and/or has multiple layers, preparation of the surface before applying the new coating is highly recommended.

Prep work can be expensive, especially if you employ water blasting. However, repainting early due to premature paint failure can add up as well, and bring with it FOD issues that can arise from loose paint chips on the pavement.

Prep can come in several forms such as water blasting and grinding. A method we have had some success with is using a trailer mounted compressor to blow the loose paint free prior to recoating; this is usually in areas that have heavy paint build up which comes off easily.

Example of buildup of traffic paint on a taxiway



One common issue airports see is the buildup of multiple layers of paint. While generally you can paint over existing paint markings several times before issues arise, traffic paint is usually applied as a fairly thick coating which will result in buildup. A typical coat of traffic paint can be up to 15 mils thick. A common area where you will see additional buildup is on a radius line such as lead-in lines on a taxiway. The reason for this is that, depending on the equipment being used and the experience of the crew, the tendency is to slow the equipment down in the curve. If the paint flow rate is not adjusted downward or if the speed is not maintained the paint tends to pile up creating a much thicker coat than intended.

One area often overlooked is marking placement. As simple as it may seem there have been instances where markings have been put down only to be discovered after the fact that they are a few feet off the intended location. It can happen easily with surface painted hold signs and even runway center lines. Verification of paint layout is very important to ensure you will not be spending time and money taking up fresh paint. Be familiar with and use the FAA advisory circular standards. If you have the resources available to you GPS can play a role in verifying airside marking locations. By surveying in specific points, you are assured of finding and verifying marking locations should you do a fog seal or repave.

Finally, if you are employing a contractor to apply paint it can be helpful to hire an aviation paint consultant to represent your interest; ensure the consultant has an aviation background regarding paint application. It is important that they be familiar with airport markings so as to ensure the painting contractor is following procedures set out by the paint manufacturer as to proper mileage application, paint gun settings, temperature ranges, moisture and so on.

If you have questions or need further information for airside painting at your airport contact WAMA and we can help you find answers and resources.

Contributed by Bill Penor



Example of extreme paint chips and FOD if the airside paint is not properly maintained

1911-2011: THE 100TH ANNIVERSARY OF THE FIRST POWERED FLIGHT IN SNOHOMISH COUNTY

Sunday, May 7, 1911 from the Harvey Family Homestead Ballpark in Snohomish, by Fred J. Wiseman in a Curtiss-Wright-Farman Biplane

Proclaimed at the time as a remarkable, perhaps unique event for a Northwest community the size of Snohomish, the first airplane flight in Snohomish County history occurred on the afternoon of Sunday, May 7th, 1911 on the Harvey Family Homestead Ball Park just north of the present Harvey Field runways. The Homestead was claimed in 1859 by John Harvey from England and the majority of the original 160 acre Homestead remains in the ownership of the Harvey Family, known today as Harvey Field.



Harvey Field, 2010

At the controls was Fred J. Wiseman, a Californian who had been flying only a year but had some noteworthy achievements to his credit. In May of 1910 he piloted the first airplane built in California. In January of 1911 he placed second in an air race at Selfridge Field in San Francisco, competing against professional Curtiss pilots H.A. Robinson and Lincoln Beachey. At the same meet he ran up the longest sustained flight (more than six minutes) and spent a total of 49 minutes 43 seconds in the air, the greatest accumulated air time of the entire contest. The following month, flying the same aircraft he later brought to Snohomish, Wiseman carried mail between Petaluma and Santa Rosa, a feat now recognized as the first airmail flight in U.S. history.

Wiseman's airplane was a hybrid that combined features of the pusher/canard type biplanes built and flown by the Wright Brothers, Glenn Curtiss and French aviator Henri Farman. With a wingspan of 33 feet and a length of about 38 feet, it had about 400 square feet of wing surface. Power was provided by an 80 hp Hall-Scott overhead-valve V-8 engine which drove an 8-foot pusher prop at 1200 to 1500 rpm. The airplane was reportedly capable of 70mph and Wiseman proclaimed it to be "the fastest machine in the world."

Charles L. Young, Wiseman's advance man, was in Snohomish on the first of May to meet with Everett Chamber of Commerce secretary H.W. Patton and Giles Cook, president of the Snohomish Chamber. Under discussion was a plan for demonstration flights from Snohomish to Everett to take place during the upcoming weekend. While no suitable space for landings or takeoffs was found at Everett, the baseball grounds on the Harvey homestead across the river from Snohomish (today an airport) appeared to be workable. The ballpark stood between the river and the railroad tracks, south of the Avenue D Bridge and west of Avenue D, now Airport Road. The Great Northern Depot was close at hand, facilitating delivery of the crated aircraft and the ball field provided an enclosed area where an admission could be charged. The west wall of Harvey ballpark would be removed to allow Wiseman to lift off in that direction.

The airplane was delivered to Snohomish on Thursday, May 4th, 1911. Wiseman himself reached Everett the same day, having arrived in Seattle the night before aboard the Southern Pacific's "Shasta Limited" from California. The pilot was described by a local reporter as "a quiet, unassuming, almost reticent man with a wind-reddened face and serious brown eyes and a flashing smile..." He was accompanied by Don Prentiss, who was a key figure in the construction of the airplane. Prentiss proved to be a more articulate spokesman for the event, as well as an enthusiastic advocate of aviation and its future.

On Friday afternoon, as Wiseman and his crew assembled the aircraft and prepared for flight, wet weather threatened the proceedings. Heavy rainfall on Saturday morning resulted in cancellation of the free exhibition flight scheduled for 3:00 that afternoon. Prentiss explained that there had been no building available large enough to shelter the airplane and he feared that the glue holding the machine together might have softened. It was also noted that the fabric was saturated and the airplane was probably too heavy to fly until it had dried out somewhat.

Without the Saturday demonstration to spur ticket sales, Wiseman and company faced serious financial disappointment. As the hour for the Sunday flight approached only 416

Curtis Portrait of Wiseman, May 1911





Wiseman Biplane on Baseball Field

people had paid the \$1.00 admission to enter the ball park, where the fragile-looking biplane was resting at home plate. An estimated 4000 souls crowded various vantage points in the immediate vicinity to watch the show for free. Although the weather was tolerable, the ground was still saturated and to make matters worse, the engine was running badly. But Wiseman billed himself as the flyer with the money-back guarantee and the disgruntled pilot climbed aboard and taxied across the field.

After several attempts, Wiseman finally lifted off and headed westward, achieving an altitude of about sixty feet before the engine quit and he was forced to make a very rough landing on the Bateman farm no more than half a mile from the Harvey ball park grounds. The damage included a broken propeller blade and some snapped struts but Wiseman was able to walk away, muddy but without serious injury. Some of the crowd reportedly carried chunks of the airplane away as souvenirs.

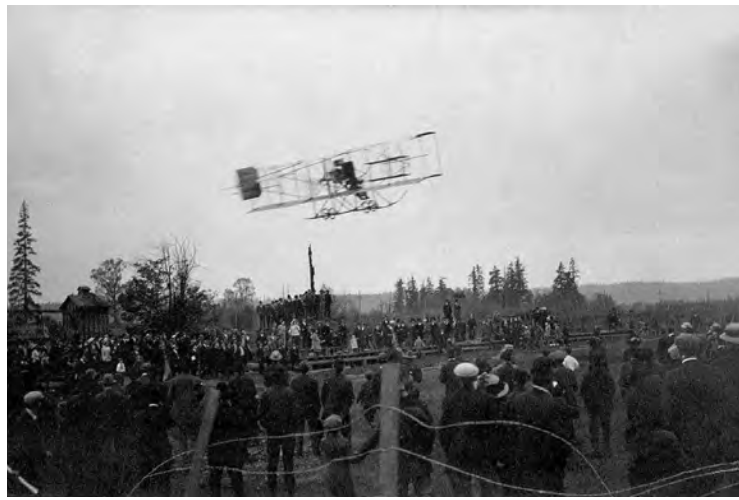
Notwithstanding the physical, financial and mechanical ill effects of the

Snohomish event, Wiseman and crew headed south to the state capitol. On May 18th several successful flights were made from a landfill on the Olympia waterfront. The pilot even took a movie cameraman aloft and the resulting footage, almost certainly the earliest aerial cinematography in Puget Sound history, was later shown at a local movie theatre.

Late in 1911 Wiseman decided to give up aviation and the airplane was sold to another California aviator named Weldon B. Cooke early in 1912. It was put on display at the Oakland Airport in the early 1930s. In May of 1947 the Smithsonian Institution officially recognized Wiseman's 1911 trip between Petaluma and Santa Rosa as the first airmail flight. In May of 1948 the airplane was acquired by the Smithsonian. Now known as the "Wiseman-Cooke" aircraft, the machine was restored by the National Air and Space Museum 1983-1985. Today it is proudly displayed in the Smithsonian's National Postal Museum in Washington, D.C.

Quoted late in life, Wiseman confessed that "We thought all you had to do was build a kite and put a motor on it...but we found it was more complicated than that."

Thanks to David Dilgard, Historian, Northwest History Room, Everett Public Library



Wiseman Biplane in Air

Wiseman Biplane Crashed



Wiseman Flight Map

