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**Do you know?**

*-Why was it customary to close Runway 32R-14L at night? (See page 2)*

*-Why does William R. Fairchild Airport in Port Angeles go by the three letter identifier of CLM? (See page 4)*

*-The first "landing strip" in Port Angeles was composed of what material? (See page 5)*

*What material prevents birds from congregating on the rafters? (See page 6)*

# Moses Lake's New Runway Project



## Runway 32R-14L Opens in Moses Lake. The Hump is Gone.

Grant County International Airport (KMWH), owned by the Port of Moses Lake (Port), is critical to commercial, military, and fire suppression operations in Washington State and the Pacific Northwest. KMWH serves as a flight test facility for both civilian and military aircraft, from widebody jets to single engine airplanes. The airport also serves the Armed Forces. The large airfield, Air Traffic Control Tower (ATCT) and Terminal Radar Approach Control (TRACON)

services, and uncluttered airspace enable flight training, pilot currency, and successful domestic and international military exercises. The airfield hosts a U.S. Forest Service Very Large Air Tanker (VLAT) base. In addition, local producers ship 747s full of Central Washington State cherries to Asia in the summertime.

KMWH has five runways but is best known for its main runway—14L/32R—which is 13,503-feet-by-200-feet, making it one of the largest in the United States. Historically,

*Continued on page 2*



## SAVE THE DATES 2020

Aug. 28—Airport Tour  
—Skagit Airport

Sept. 15— Board Ap-  
plications Due

Oct. 2— Airport Tour  
— Pullman

## Moses Lake Runway Continued...

Runway 14L/32R had a “hump” in the northern half of the runway, approximately 4,400 feet in length. This made it impossible for aircraft at either end of the runway to see each other, requiring the runway to be closed at night when the ATCT closed. When the Federal Aviation Administration (FAA) changed its Line-of-Sight (LOS) criteria in 2014, this non-standard condition became eligible for reconstruction.

When the Port selected Century West Engineering Corporation (Century West) as their airport engineering consultant in 2016, reconstructing the runway was one of the Port’s most pressing concerns. Century West assisted the Port in obtaining funding for the Runway 14L/32R LOS Improvements project and supported the project through



all phases including planning, environmental, engineering, final design, and construction. The construction schedule was constrained by multiple factors. Moses Lake winters are cold and summers are hot, both affecting the type of work that can occur and when. The U.S. Forest Service tanker base is active June through September. Cherries start being shipped to Asia around the third week of June. The Moses Lake Airshow is scheduled for Fathers’ Day weekend. With these constraints in mind, it was imperative to start immediately when project funding came through in 2019 so that construction would be completed by early June 2020. [Read more](#)

*To read this article in its entirety, [click here](#). This article was printed with permission from its authors, the Century West Staff and Grant County Int’l Airport Director Rich Mueller.*

## NOMINATING COMMITTEE: TIME TO THINK ABOUT ELECTIONS

It’s never too early to begin soliciting for those who may have an interest serving on a Board! As we head into summer managing our construction projects, building next year’s budget and over-seeing other airport activities, along with what I hope is a much needed vacation time, be thinking about how you can serve WAMA! WAMA is a diverse community of leaders to help guide, mentor, educate and advocate for our airport transportation system! Board terms are for 2-years and begin in January each

year. In 2021 we will have a reshuffling of the Executive Board along with openings for Director positions. Please consider this opportunity to become more involved in the leadership of this great organization. If interested, please submit your Statement of Interest letter and a professional resume to Nominating Committee Chair Jennifer Skoglund at [board2@wama.us](mailto:board2@wama.us) by September 15, 2020. If you have any questions or comments please do not hesitate to contact Jennifer.

Jennifer Skoglund  
Nominating Committee

## Message from the Executive Director

What a year this has been! And it's only half over! It just proves the old adage that one never knows what's to come.

With so many businesses struggling, the aviation industry has been fortunate to be considered essential, allowing airports to continue operations, but as we all know, with restrictions placed on passenger travel, conferences and other events cancelling, and new distance rules in place, airlines, FBOs, and businesses that rely on airport operations and passengers have taken a big hit.

The trickle-down effect is that we are all impacted, including WAMA. Events and tours that normally would have taken place have had to be cancelled or postponed. The busiest time of the year is our preparation for the conference—usually April-June. Instead of looking forward to greeting old friends and meeting new faces, WAMA spent the weeks leading up to the conference contacting scheduled attendees

and issuing registration and sponsorship refunds or forwarding their funds to 2021.

The airport tours that typically start in the spring are optimistically being scheduled for later in the year with the hopes that with careful social distancing, the visits can go on as planned. Skagit is planned for August 28 and Pullman is scheduled for October 2, 2020.

Much of the usual committee work has been put on hold. Check out the side bars in this newsletter for details on the work being done by committees.

Although the WAMA Conference for this year was cancelled, plans are in place for 2021 and 2022. The 2021 conference will be held at Alderbrook Resort and Spa in Union, WA June 7-9. We were able to work with Sun Mountain Lodge in Winthrop and reschedule that conference to June 6-8, 2022.

Even though we will not be holding a regular WAMA conference this year, as a non-



profit organization, it is still necessary to hold an annual business meeting available to all of the members. President Adam Phelps will be working to set up an electronic meeting that will allow all of our members to participate.

Humans do an amazing job at adapting during tough situations. I want to thank all of the airport managers who have been able to continue operations with reduced staff, the consultants and contractors who have continued working on projects when able, and all of the support staff and others who have had to change the way they perform their jobs, whether working from home or adapting to a different working environment.

It will get better.

Wishing you the best.

*Marjy*

## What's Happening at WAMA? Your Members at Work

### AIRPORT COMMITTEE

*The Airport Committee is working with Skagit Regional and the Pullman-Moscow Regional Airports to schedule tours set for August 28 and Oct. 2 respectively.*

*Ongoing projects include creating a funding guide for airports, creating a database of how airports are spending the money allocated to them through the CARES Act, and investigating Remote UAS ID.*

—Rich Mueller  
Airports Committee

## IN CASE YOU MISSED IT: FAA STAFF UPDATES

There have been some recent changes among the staff at the ADO. The new list of ADO contacts as of May 5 can be found here by copying and pasting in your browser:

[https://www.faa.gov/airports/northwest\\_mountain/about\\_airports/media/airports-personnel-anm.pdf](https://www.faa.gov/airports/northwest_mountain/about_airports/media/airports-personnel-anm.pdf)

# AIRPORT SPOTLIGHT

## INTRODUCING WILLIAM R. FAIRCHILD INTERNATIONAL AIRPORT KCLM



Airport Manager Dan Gase enjoying the territory

### SCHOLARSHIP COMMITTEE

*The scholarship committee had an interesting year. COVID definitely had an impact on applications, and although we extended the application window by two months, we received few applications overall. In some cases the applicants were not able to accomplish the goal due to COVID. However, we are happy to announce we did award the Professional Education Grant to Keith Love from Skagit Regional Airport. Keith is pursuing his AAAE Certified Member accreditation, and this grant will go directly to help him with his tuition costs. Congratulations Keith!*

—Rob Hodgman  
Scholarship Committee

William R. Fairchild International Airport has been an important part of Clallam County infrastructure since 1926. Originally the Clallam County Airport, it was developed by Clallam County with assistance from the City of Port Angeles, the State of Washington, and the Federal government. Initial construction on the county-owned airport property began in 1934. In 1940, the U.S. Army took over the airport and expanded it to accommodate large bombers.

Through the years, the airport has transferred ownership several times. The Department of the Army acquired the airport from the County in January 1943 and operated it as a satellite air field to McChord Field until declared surplus in July 1944. At that time, the U.S. Navy took possession of the facility and operated it as a military base until May 1948.

Under the authority of the Surplus Property Act of 1944, the



airport ownership was conveyed back to Clallam County. Clallam County operated the airport until 1951 and then ownership was transferred to the Port of Port Angeles. In 1969 the name of the Clallam County Airport was changed to William R. Fairchild International Airport to honor the airport's first supervisor, William R. Fairchild who had died in a tragic aircraft accident.

Fast forward to 2019 and we find that the airport's most recent Master Plan Update was completed after four years of planning and negotiating. Runway length was at the height of discussion with a possibility that our 6,347'

main runway was going to be reduced in size to just 3,850'. This was a serious concern, not only because of funding issues, but because a shortened runway would be devastating to corporate jet traffic, emergency medical evacuation companies and an overall ability to facilitate disaster relief aviation needs. The results of negotiation to date include Federal Aviation Administration (FAA) approval to maintain the entire length of runway, and receive funding for a 5,000' rehabilitation project planned for 2022 and taxiway rehabilitation in 2023. The Port is still responsible for finding sufficient funding to rehab the 1,347' not covered by FAA Airport Improvement Project grants.



Airport in background, Lincoln Park in foreground with troop housing. Circa 1936.



Flight line with original military control tower. Circa 1950's.

Other positive developments continue. The airport's Fixed Base Operator, Rite Bros. Aviation, was relocated to the vacant terminal building providing needed space for their growth. That move provides available space for Life Flight Network to set up a new base for their helicopter and PC-12 fixed wing aircraft operations.

## ...Port Angeles Airport Continued

A sewer and water line extension is planned for later this summer in order to facilitate new hangar pad development. The Port was successful in receiving a \$750,000 Community Aviation Revitalization Board (CARB) loan through the Washington State Department of Transportation Aviation Division to fund this project. Marketing is underway to get tenants for the new facilities, with hopes of developing two 65'x 60' pad

sites plus a larger 120'x 100' site. All three of these would feature inside/outside the fence site plans.

Also in the permitting stage is a 70'x 250' private hangar development which will facilitate four individual 60'x70' box hangars that will be available for rent.

So what's next for Port Angeles? Well, as an old flight instructor told me one day



Flight line with original military control tower. Circa 1950's.

before an acrobatic lesson: "Wrap this duct tape around your ankles, because I'm going to try to blow your socks off with what's coming next!"

The Port of Port Angeles would like to thank the Washington Airport Management Association for being such a tremendous resource to the aviation industry in Washington State!



## AVIATION IN PORT ANGELES—A STEP THROUGH TIME

- 1919 A couple of Canadians landed their Jenny on the wooden planked Front Street between Oak and Valley Streets. The beginning of it all!
- 1926 Landing strip was constructed using dredge fill material from the harbor. It was a graveled oil surface 1,480' x 100'. Promoters staged a dinner for the volunteer workers who helped clear the site.
- 1933 The airport is moved to Cook's Prairie, the current location.
- 1936 Works Progress Administration builds a control tower.
- 1943 The Army acquired the airport and operated it as a satellite airfield to McCord Field.
- 1944 U.S. Navy takes over operation of the airfield.
- 1948 U.S. Government under the authority of the Surplus Property Act conveys airfield to Clallam County. (Named: Clallam County Municipal Landing Field)
- 1951 Clallam County conveys airfield to the Port of Port Angeles.
- 1952 Port installs runway lighting, Segmented Circle and fencing.
- 1953 Bill Fairchild, first Airport Supervisor, starts Angeles Flying Service.
- 1969 Airport is renamed: William R. Fairchild International Airport to honor the airport's first supervisor, who died in a tragic aircraft accident.
- 1979 Port adds 1,420' of paved runway, new surface now 6,350'.
- 2000 Horizon Air serves CLM-SEA route until early 2004. Passenger enplanements reach a high of 54,000.
- 2004 West Isle Air serves CLM for a year.
- 2004 Kenmore Air serves CLM – BFI route thru Nov. 2014.
- 2018 Dan Gase assumes duties of Airport Manager May 4th.

## MEMBERSHIP COMMITTEE

The WAMA Membership Committee has been actively reaching out to non-renewal members for 2020 and participating in membership recruitment. We have updated the WAMA Operations Manual, which can be found on the WAMA website and have gathered articles for the upcoming WAMA Newsletter.

—Lorene Robinson  
Membership Committee



Snow covered morning lift off  
Jan. 2020

## FINANCE COMMITTEE

*The Finance Committee has met over the last 2 months to discuss WAMA finances. The organization depends partially on conference revenues to support operations. Although WAMA is in a solid position financially and has good reserves to mitigate the impact, the loss of the 2020 conference has led the Committee to evaluate the need for incremental increases to membership dues over the next several years to reduce dependence on the conference and ensure a healthy future for the organization. The Committee is working closely with the Board and Membership Committee to develop a program for dues increases that is fair and represents a good value to our members. Thanks to all members and sponsors who supported the conference this year.*

Sara Young  
Finance Committee

## Managing Airport Wildlife

By Ryan Hubbard, Auburn Airport

As any Airport Management professional would say, wildlife strikes are not something you want to even consider happening at your airport, let alone continue to occur on a regular basis. However, every airport within the United States will encounter wildlife problems in some form or another at some point during operations. Here at Auburn Municipal Airport, we are no exception to that statement. When Airport Operations changed hands from the previous third party management group to direct city control a year and a half ago, we had our hands full dealing with a myriad of wildlife issues. In early 2019, we executed a contract with the United States Department of Agriculture (USDA) to aid us in tackling these issues. Here are a few tips that we've learned here at Auburn since we started.

While most know about bird spikes and their appropriate usage, there are a wide swath of other methods out there to deter wildlife from congregating, perching, or utilizing certain areas on your airfield. One such example at Auburn is our open faced T hangars which have conduit running along the overhead structural beams, serving as an easy perching spot for all types of songbirds. One solution we have implemented is the installation of 3 foot wide Vegetation/Landscape matting that is then

mounted around the conduit on-to the beam, thereby restricting direct access from birds. The matting is very cheap, lightweight, comes in a variety of sizes and should last you a long time if installed correctly.

like to loiter above and near the runway surface as they utilize thermal activity to stay aloft, searching for and hunting down these smaller animals. Taller grass also hosts a number of various



Matting along the Rafters

Vegetation maintenance is another fairly straightforward and yet rewarding maintenance item that we utilize routinely at Auburn. Not only do we try to keep our infields mowed down to around six inches in height, but we also try to knock down the thicker vegetation found closest to the runway such as blackberry bushes or reeds. Smaller rodents, rabbits and hares like to hide beneath such dense, uncut grass if they can find it. They do this during the warmer months as the Green River Valley is rife with Raptors (Hawks, Eagles, birds of prey) that

insects that smaller birds then routinely visit as a source of food. By knocking down as much vegetation as we can nearest the runway, we help make the airport less attractive to all wildlife and therefore limit our total number of strikes.

Proper record keeping is also one of the most critical



Trap for catching Hawks

*Continued on page 7*

## Legislative Committee Report

The Legislative committee remained busy during the 2020 legislative session tackling various aviation issues and promoting aviation priorities. The committee in conjunction with Washington State Aviation Alliance supported the 1% aviation fuel sales tax bill in order to help fund WSDOT Aviation's grant program. Additionally, both the House and Senate illustrated support with establishing the Aviation Revolving Loan Program but due to the short time during session the details of the bill were not finalized. The committee had worked with lawmakers to minimize the impacts of SHB 2265, which prohibits the purchase of firefighting foam containing PFAS until the FAA has established an approved alternative.

Shortly after session was adjourned, the committee was back at work administering a support letter to Senator Murray related to the Coronavirus Aid, Relief, and Economic Securities (CARES) Act, which distributed \$10 Billion dollars to airports nationwide in order to minimize the financial impacts due to the COVID-19 pandemic.

If you would like to join the legislative committee, please reach out to Rob Peterson to assist in WAMA's legislative efforts.

*By Rob Peterson  
Legislative Committee Chair*

## CONFERENCE COMMITTEE

*Members, I know we are all disappointed in the cancellation of the 2020 Conference at Sun Mountain Lodge. This month would have been the busiest time of year for the Conference Committee, but don't worry, we have shifted gears and are working hard to plan our 2021 and 2022 conferences. Next year, we will be visiting the beautiful Alderbrook Resort on the Hood Canal with a tour of our very own Bremerton National Airport. As always, if you have recommendations for conference speakers or topics, please let the Conference Committee know.*

*—Samantha Peterson  
Conference Committee  
Chair*

## ...Airport Wildlife Continued

components of our Wildlife Hazard Management Program that directly leads to changing such aforementioned tactics out in the field. Every day, I conduct at least two wildlife inspections, one for the morning and one right before our office closes. This allows us to develop a historical baseline that we reference whenever new wildlife appear on the airfield so we can see what we did wrong, make a relevant change to our approach, and then see what happens week by week.

The wildlife prevention tactics listed above only came to fruition as we spent painstaking amounts of time observing and reporting wildlife numbers to build accurate histograms of the airport. In order to do this effectively, educate yourself on the different ways to properly identify each respective animal that you are dealing with. Methods of identification can vary as well which could include direct observation or even evidence/signs of habitation (animal scat, tracks on the



ground, feathers, etc.). The USDA had an excellent introductory animal identification training for us and have continually been a great point of contact for us to bounce questions off of either on identifying an animal, making sense of recent animal trends, providing on-site support and coming up with new solutions to try to fix our problems.

The problems and solutions described above are not guaranteed to solve all of your Airport's specific problems as when you've seen one airport, you've seen one airport. If you are unable to execute a contract at your Airport with the USDA, I hope you find value in a few of my experiences mentioned above. While I am by no means an expert in the wildlife management field, I would be more than glad to pass on any knowledge that I have gained thus far with those who are interested. Feel free to reach out at [rhubbard@auburnwa.gov](mailto:rhubbard@auburnwa.gov) or 253-288-4333.

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## WASHINGTON AIRPORT MANAGEMENT ASSOCIATION

**MISSION:** To strengthen airports and airport management in Washington State by fostering professionalism among airport operators.

### GOALS:

#### 1. Professionalism

**Goal 1.a.** Provide networking and educational opportunities for airport personnel and affiliates in Washington State.

**Goal 1.b.** Establish and maintain relationships with academic and vocational programs.

#### 2. Legislative Action

**Goal 2.a.** Monitor rulemaking and inform membership.

**Goal 2.b.** Educate and where appropriate, advocate for policy positions on behalf of WAMA membership.

**Goal 2.c.** Establish and maintain relationships with key legislators and policy makers.

#### 3. Organizational Efficiency

**Goal 3.a.** Manage WAMA in a financially sustainable manner.

**Goal 3.b.** Provide effective governance and staffing for WAMA.

**Goal 3.c.** Maintain effective committees for WAMA.

## HISTORY LINK:

### Charles Hamilton demonstrates airplane flight in Spokane on April 2, 1910.

On April 2, 1910, Charles Keeney Hamilton (1885-1914) of New Britain, Connecticut, is the first aviator to demonstrate airplane flight in Spokane. The exhibition, held at the Spokane Fairgrounds, is part of a nationwide tour sponsored by aviation pioneer and airplane manufacturer Glenn Hammond Curtiss (1878-1930). The chief local booster and organizer of the three-day Spokane air show is Polish immigrant Harry Green (1863-1910), a prominent businessman and sports and entertainment promoter.

#### Daredevil Flyer

Hamilton was already a hot air balloonist, dirigible pilot, and parachute jumper when he began flying lessons in 1909 under Glenn Curtiss himself. Within six months he had become perhaps the best-known daredevil flyer in the United States.

His visit to Spokane was on April 1-3 after he had done a similar demonstration on March 11-13 at Meadows Race Track just south of Seattle near present Boeing Field. The Seattle demonstration was the first air flight to occur in Washington state. Telegrams made public later revealed that Curtiss claimed his company lost money on the Seattle and Spokane visits. He had

wanted Hamilton to cancel them in favor of more lucrative offers from other cities, but Hamilton refused.

Crowds throughout the United States flocked to watch pilots perform such stunts as climbing to some 1,500 feet, cutting the engine, diving and restarting the engine at the last moment. Aviators could earn as much as \$10,000 for two or three flights, but many were killed in the attempt. Hamilton was especially successful at performing this stunt. [Link to the whole story:](https://www.historylink.org/File/8457)

<https://www.historylink.org/File/8457>



Although many aerobatic pilots of the era perished from their antics, Charles Hamilton died of pneumonia in 1914 at the age of 29.