

# THE UPDATE

AIRPORT EDITION

1st Quarter 2017



Picture Taken by Terry Green

## Attention Arlington Pilots!

Recently, a pilot took off from Runway 16, and at the same time, another pilot was making a long landing on Runway 34. The wind was favoring Runway 34 which is the primary calm wind runway when winds are below 5 knots. This created a very dangerous situation. As a pilot and fellow KAWO user, I urge each of you to review proper pattern techniques and pattern entry procedures.

Arlington has 580 based aircraft of all types and sizes, and we must be extra vigilant in how we use our airport. Mid-field take-offs, take-offs and landings from undesignated grass areas, failure to maintain proper altitudes within the pattern, and early turnouts, are all areas in which we need to improve to maintain the safety of all. Not following these procedures can lead to a tragic accident. Please review the AIM and FARs:

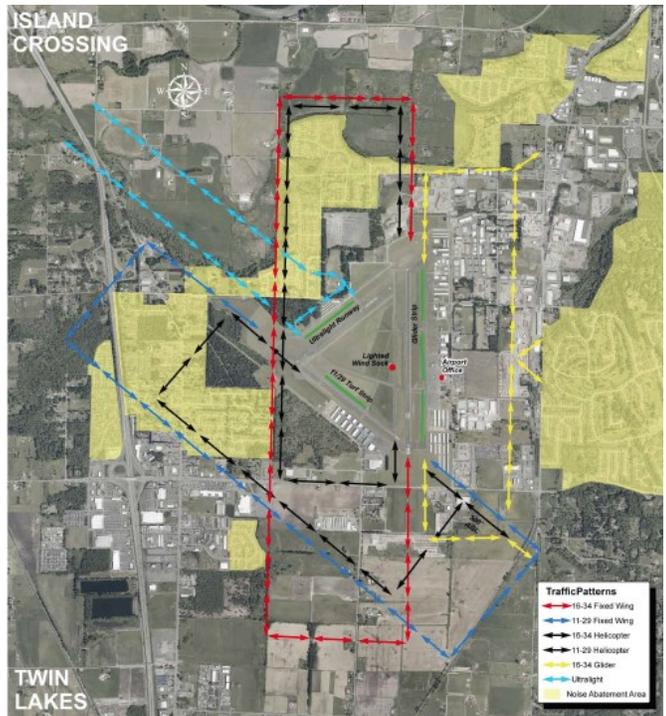
Which is the primary runway? Who has the "right of way" in the pattern? What is the published proper entry or exit procedure for the airport? What is the proper procedure for a missed approach or "go around" at this airport?

Pilots may choose to use Runway 34 for operational necessity when the wind clearly favors the primary Runway 29. If a pilot is doing crosswind take-off and landing practice, is on an instrument approach to Runway 34, or flying an aircraft that requires the longer runway, the FAA states that they are using the secondary runway and must give way to the primary runway traffic based on category. Pilots choosing to use Runway 34 when winds favor Runway 29 disrupt the whole flow of the airport. Doing so can influence the inexperienced pilot's decision to land in a crosswind that may be beyond their skill level.

Pilots making downwind take-offs or landings against the flow jeopardize others that may be transitioning into the pattern or departing the area must remember that creating a conflict in the traffic pattern can be considered "a careless and reckless" violation by the FAA.

The Arlington Municipal Airport is offering a free review of all the information you need to fly safely presented by a designated pilot examiner on **Saturday, March 11th at 11:00 am**. Refreshments will be served. The pilots on staff at the airport will attend, and we hope you will attend. Please RSVP to reserve your spot by calling the Airport Office at 360-403-3470.

Best Regards,  
David Ryan, Airport Director



## Traffic Patterns

- 16-34 Fixed Wing
- 11-29 Fixed Wing
- 16-34 Helicopter
- 11-29 Helicopter
- 16-34 Glider
- Ultralight
- Noise Abatement Area

## 2017 Arlington Fly-In

The Fly-In has some new and exciting activities planned for this year! Please note the 2017 dates:

**Friday-Sunday, July 7<sup>th</sup> - 9<sup>th</sup>.**

Stay tuned for announcements of new activities on their website:  
<http://www.arlingtonflyin.org/>

## Maintenance Items

If using the wash rack, please ensure that the hose is disconnected from the spigot after each use. This will prevent the hose from freezing in cold conditions.

Trash is being left near the wash racks and hangars at AWO. We encourage tenants to take pride in our airport and keep the airport tidy. Please let staff know if you see trash around the airport. Our maintenance crew is out every day keeping our airfield tidy, but we also need your help to ensure the cleanliness of our airport.

## Security Update

Airport staff has contracted for an additional 3 months with Pacific Security to patrol areas around hangars, the industrial park, and the business park. Airport Staff is looking at some longer term solutions such as a wider range of wireless network video surveillance, as well as additional fencing.

## New Commissioner

The City of Arlington welcomed John Branthoover to the Airport Commission in February.

**John Branthoover's term: 4/1/2018**

**Email Address: [jbranthoover@arlingtonwa.gov](mailto:jbranthoover@arlingtonwa.gov)**

## LED Ramp Lighting

The incandescent lighting for the east and west ramps have been replaced with LED lights. The airport received a substantial rebate with PUD for switching to LED as they are more energy efficient. We are seeking feedback from pilots and airport tenants on what they think of the LED ramp lighting. What are your thoughts? Please let us know by emailing us at [airport@arlingtonwa.gov](mailto:airport@arlingtonwa.gov).

## WANTED: Derelict Aircraft

We are looking for an aircraft to be donated to the airport for future practical emergency exercises. Our first exercise is scheduled in May. The exercise will allow staff to train first hand in order to better prepare ourselves for scenarios requiring the extrication of people from an aircraft, extinguish a mock fire, or to stop a fuel leak. Please contact the airport office at 360-403-3470 if you are interested in donating an aircraft for future training exercises at AWO.

## Attention Tenants:

Tenants of the Arlington Airport, the Stillaguamish Athletic Center (SAC) and Weston High School have had problems with left turns into and out of these locations. In a move to increase safety and mobility in the corridor, the Arlington City Council voted unanimously to prohibit left turns to and from the 4400 block of SR 531, the driveway serving the Stillaguamish Athletic Club and Weston High School. Please use 173rd St. NE that connects Stillaguamish Athletic Club and Weston High School. There has been an estimated 90 collisions at this location within the last 5 years due to left turns, which causes delays for our businesses and residents. There are now signs posted on 172<sup>nd</sup> alerting drivers of the new ordinance which was passed by the City Council in January. Mayor Barb Tolbert stated, "This change is an effort by the City to increase safety and mobility in the SR 531 corridor as we await the completion of the widening project."

## Dirt Bike Safety Training LLC

Have you noticed motorcycles riding in the Old Mill area, northwest of the airstrip? You may wonder what those riders are doing there. Well, we hope you're excited when we tell you that you too can come join the fun. Dirt Bike Safety Training, LLC (DBST) has contracted with Arlington Airport to hold motorcycle safety training classes.

DBST is an on and off-road motorcycle training program owned by Jason Sherman and Whitney Koeberle, two passionate riders with over 35 years (combined) of riding and training experience. DBST partnered with Gary LaPlante, founder of DirtFIRST by MotoVentures, in Anza, CA. DBST uses the DirtFIRST curriculum to teach riders of all ages and abilities how to safely and efficiently ride motorcycles on and off-road. Class sizes are small to help everyone feel welcome, validated, encouraged and engaged in their training. Classes are fun, and tailored to every skill level to develop skills for safe, effective and efficient riding. DBST teaches the principals of 'treading lightly' riding techniques that help preserve the environment.

DBST is committed to preserving the lands they use for training and the quality of life to the supporting and surrounding communities. In the time that DBST has been working with the Arlington Airport Staff, they have been able to conduct classes without interruption or distraction. If you happen to see Jason or Whitney out teaching a safety training class, stop on by and say hello.



## Featured Business

Skye Aero has recently opened in the old Aviation Inspection and Repair hangar next to the Castle & Cooke fuel pumps at AWO. The company started off as a maintenance vendor for Evergreen Soaring but soon transitioned into general aviation maintenance. They provide maintenance, inspection and repair on most general aviation airplanes and gliders. Their hours and rates can be found at [www.skyeaero.com](http://www.skyeaero.com). Skye Aero is owned by Charlie Longley who is an FAA A&P/IA and ATP. Charlie got his start in aircraft maintenance working on UH1H "Huey" helicopters for the US Army and has been to factory school for Continental Engines. He has 35 years of general aviation experience. His son John Longley helps run the business as the general manager and is on his way to becoming an A&P. Feel free to stop by to discuss your aircraft needs. Skye Aero also has most brands/weights of aviation oil available.

## Did You Know?

"In 1952 the Seattle Glider Club was operating gliders (mostly Schweizer TG-2, WWII military trainers) at the Arlington Airport, using cars for towing from the main runway. This was just enough for short training flights, but one day Joe Robertson contacted thermal lift and disappeared into the blue yonder. Several hours later he landed in Bellingham, the first soaring cross-country flight in Western Washington."

– Airport Tenant, Fred Hermanspann

## Airport Operations Counting Cameras

Have you ever wondered how busy our airport is? We know how many aircraft are based at the airport and we know how much fuel is sold at the airport. What we don't exactly know is how many aircraft operations we have at the airport.

The FAA defines an operation as an aircraft taking off or an aircraft landing at the airport and the FAA uses aircraft operational data to support and justify the future funding of airport improvements.

On March 1, 2017 our consultant AAP Inc. will begin a study of airport operations at the airport. AP Cams™ will be left on the airfield to collect data for a period of at least 18 months.

At the end of the observation period, the airport operations are tallied and organized into categories such as the number of engines, type of aircraft (piston, turbine, jet, or helicopter), and the time of day. This aircraft operations study will help us plan for future development projects at the airport.

## A Look Back

The caption reads: "The Airbase firehouse and crew, circa 1945, at the Arlington Naval Auxiliary Air Station - now the Arlington Municipal Airport."

- Arlington Times Newspaper. Reproduced by permission of The Arlington Times.



THE AIRBASE firehouse and crew, circa 1945, at the Arlington Naval Auxiliary Air Station - now the Arlington Municipal Airport