

THE UPDATE

AIRPORT EDITION
2nd Quarter 2017



Picture Taken by Terry Green

Airport Appreciation Day

August 26th, 2017
9:00 a.m. to 2:00 p.m.

Join us for a day of fun!
Free airplane rides for kids (ages 8-17)

Fly overs
Aircraft static displays
Helicopter tours
Flight simulators
Bouncy house
Paint an airplane
Face painting
Ice cream

Arlington Fire & Police Departments

Contact information:

Arlington Municipal Airport
18204 59th Avenue NE, Arlington, WA
airport@arlingtonwa.gov
360-403-3470

2017 Arlington Fly-In

The Arlington Municipal Airport cordially invites you to attend the annual Arlington Fly-In from July 7th-July 9th! The Fly-In attracts over 25,000 visitors annually, and has long been recognized as one of the west coast's premier aviation events. This year the Fly-In offers Friday night and Saturday afternoon airshows, exhibits, aviation seminars, Camp Adams, static aircraft displays, an evening runway theater and much more! You will not want to miss Sunday's event! Join us for Flights Above the Pacific Northwest (FATPNW) Sunday Fun Day which will include spot landings, flour bombings, photo safaris, and much more.

You can purchase tickets in advance for fast on site entry at www.arlingtonflyin.org.
For more information or to volunteer, call 360-435-5857 or email info@arlingtonflyin.org.



- Picture authorized for use by the Arlington Fly-In

Notice of Hangar Inspection

Dear Arlington Airport Tenants:

Please be advised that over the coming weeks, airport staff and the Arlington Fire Department will be inspecting all hangars at Arlington Municipal Airport as part of our ongoing work to comply with all F.A.A. guidelines on hangar use. Your lease provides language on our right of entry, with advance notice. Please consider this letter to be that notice.

Unless otherwise specified in your lease, the primary purpose of your hangar is the storage of aircraft. Incidental uses to the storage of aircraft are considered acceptable providing the main use is for airplanes. This includes all condominium hangars, privately owned hangars and all sub-leased hangars. Hangars are not to be used for the storage of personal items, furniture, etc. In other words, your hangar is not to be used as a "mini-storage unit." Hangars that fail to meet these guidelines, or those that do not have an aircraft stored in them, will be subject to review and remedial action.

As a reminder, tenants are required by their leases to provide the airport with information on all sub-leased hangars. If you have not already done so, please provide sub-lease agreements with a list of occupants to our office. This is for your safety and the safety of other tenants as well. In the event of a fire or water main break, we need to know who to call. If you have any questions, please feel free to call me at 360-403-3470.

Regards,
David M. Ryan, Airport Manager

Farewell Tim

Airport Operations Manager Tim Menosides has taken flight for a new adventure as the Airport Manager at the Bremerton National Airport. Tim worked for the Arlington Airport for over seven years. In that time, Tim successfully managed airport improvement projects, improved processes and procedures, lead our User Group meetings, and successfully installed our Ground Communication Outlet.

Congratulations Tim on this new opportunity!
We wish you the best of luck at Bremerton.

Did You Know?

"One wind shield or window frame of the Boeing 747-400's cockpit, cost as much as a BMW."

"On a three hour flight the human body can lose up to 1.5 quarts of water."

- www.Discovery.com - Aviation Fact Generator ©

Featured Business

Brad Goldman has been fighting fires for most of his adult life. It's his passion, and for 33 years his job, too. He retired from the Snohomish County Fire District 7 in 2013 as a Firefighter/Paramedic. 32 years ago he learned to fly, and it, too, became his passion. This is Goldman's summer job: fighting fires from the air.

Goldman owns and operates Gold Aero, Inc., based at AWO. His two-airplane fleet—a Cessna 205 and Twin Commander 500S Shrike—function as aerial supervision aircraft over large wildland fires. An air attack supervisor in the airplane controls the airspace over the fire, and makes tactical decisions on what type of aerial resources are needed to support the ground crews battling the blaze. Air attack aircraft serve a critical function in the high-stakes effort to contain raging, fast-moving wildfires.

Goldman founded the business in 1999 with his Cessna 205. A few years later he found the second-to-last Commander 500S (Shrike) that Rockwell built. You may have seen this twin engine at Arlington; it says "FIRE" on the tail.

A typical mission has the pilots reporting for duty early in the morning at a temporary base for the airplanes and helicopters involved in battling a blaze. All pilots attend a briefing to review weather forecasts, the status of the fire and its predicted "behavior", safety issues, and the plans and objectives for the day. Then it's time to preflight the aircraft before launch, meet up with the air attack supervisor who will be seated next to the pilot, and possibly a trainee-observer.

"We're usually the first ones over the fire," Goldman explained. "We look for changes in the fire lines that occurred overnight, and relay that information to the fire bosses on the ground." The air attack supervisor also communicates with ground crews that have just arrived on scene, and calls in other ground-based resources, all the while directing tanker aircraft and making sure no uninvited aircraft jeopardize safety.

Goldman stated, "You have to fly in smoke when you're fighting fires, but if you can't see through the smoke it's not wise to fly through it. Especially since they're typically flying over mountainous terrain. What you want to avoid are the large thermals, large columns of smoke. Most people have no concept of the power and energy in a large fire. I've seen smoke columns from a fire go up to 35,000 feet. They make their own thunderstorms. I've seen tree limbs go past the aircraft in a smoke column."

Gold Aero Inc. does other government flying like animal, geological, tree and damage surveys. "We were called within 2 hours of the Oso mudslide. We were assigned to fly the most experienced US Geological Survey scientists from Denver to assess the scene and potential of another slide. We had to make sure the rescuers were not in immediate danger while performing search and rescue. We continue to fly and monitor the slide today", Goldman stated.

Gold Aero has three pilots Brad, Deane and Todd. They also have three mechanics (that also happen to be pilots) Jon, Larry and Dary and mechanic in training Tom. Their mascot is hangar dog Zoe.



- Pictures authorized for use by Gold Aero

A Look Back

The caption reads: "MR. BIG ATTRACTS—Showing part of the big crowd which visited the Arlington Naval Air Station July 4th inspecting the big yellow two-motored Navy utility plane, being a converted B-26 medium bomber. The picture, an official Navy photograph, was taken on the 13-acre concrete dispersal ramp in front of the hangar and shops. Note the attractive background forest; also sign on shop (left) "Field Elev. 129 Ft.""



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Taxiway Charlie Project

The Taxiway Charlie Lighting & Signing Improvements Project involves installing four lighted signs and taxiway edge lighting along the entire length of Taxiway Charlie on the west side of the airport. Taxiway Charlie is the primary taxiway for the airport serving the west side flightline area. Airport staff has applied for an F.A.A. grant to fund 90% of the project and a WSDOT aviation grant to fund 5% of the project. Colvico Inc. from Spokane came in as the lowest bidder for the project at \$520,309.55.

Construction is anticipated to begin mid-August. Airport staff will keep tenants informed of the project and will issue NOTAMs throughout the project.

