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Voluntary Appreciation Picnic September 9th
 1 PM - 3 PM
 Lake Goodwin Resort
RSVP required
 360 435-5857
 or email: flyin@nweaa.org

CONTACT INFORMATION

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**ARLINGTON
 2007
 JULY 11 - 15**

The Arlington Fly-In, 2006



began on Wednesday, July 5 under a low, grey overcast, but it was Kid's Day and that brightened up the grounds a bit. 82 aircraft came in under the 2400-foot ceiling. The aerobatic performers did a limited low altitude show on both Wednesday and Thurs-

day, but the mood was good on Thursday morning and the big days were still 24 hours away. On Friday the weather change occurred, it was a CAVU day, Ceiling And Visibility Unlimited; in the local parlance, "The mountains came out". 712 aircraft flew in that day, the FAA tower recorded 3300 operations and the campground had 529 tents, trailers or RV's set up. After it was all over the EAA web site featured the event and told the story, "ARLINGTON EAAERS CELEBRATE ANOTHER SUCCESSFUL FLY-IN". 560 volunteers were registered and ready to serve the guests who came in by air and through the gates; you were the ones who made it successful.

It is the people stories that make the Fly-In a place to come back to for most of us who are volunteers. Al and Sue Burgemister were here for their last time as volunteers after 22 years of commitment and involvement. They have retired to Wisconsin to be near their children. New faces won't take Al and Sue's place, but new people like Mike Gawley in the Ramp Tower have come to bring their unique contributions. And it isn't just the volunteers; I talked with a vendor, a young mother who first brought her young son along to help her 15 years ago. Someone gave him a Young Eagles flight and today he is a commercial pilot in Alaska. Anthony Davis, an Arlington police officer that could be seen around the grounds, was patrolling his 18th Fly-In. The Knights of Columbus-Stanwood group is that friendly group who register campers

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Your 2006 Board of Directors

<u>DIRECTOR</u>	<u>POSITION AND/OR COMMITTEES</u>	<u>TERM ENDS</u>
Alan Barnard	Director: Compensation, Nominating	2008
Will Beard	V. President: Compensation, Budget, Volunteer	2006
Ron Jacobson	President: Board Development	2008
Robert Johnson	Director: Airpark, Board Development, Budget	2007
Chuck Kegley	Director: Compensation, Airpark	2007
Ken Miller	Director: Airpark, Volunteer, EAA Liaison	2006
MaryAnn Thompson	Treasurer: Nominating, Audit, EAA Liaison, Budget	2006
Walter VanZanten	Director: Compensation	2006
Jim Scott	Non-Voting Director: Airpark, Board Development, EAA Liaison	
Barbara Tolbert	Non-Voting Director: Airpark, Volunteer, Budget, EAA Liaison	

The Board encourages other volunteers to participate as committee Members. Currently Julie Workman and Hank McKenzie serve on the Audit Committee.

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and direct them to their assigned places. It was their 20th year greeting and helping people. All around the grounds small groups of volunteers carried on with their specific responsibilities, tasks that make this five day city on the west side of Arlington Airport come together, operate and get torn down again. Ringling Brothers doesn't do it any better. – Ron Jacobson

Lake Goodwin Seaplane Base - Joel Mapes

Wisps of steam rise from the surface of the lake, dancing between the moored planes that gently pivot in unison following the morning breeze. The glow



of the rising sun has yet to shine on the lake surface and the azure sky promises another beautiful day in the paradise know as Lake

Goodwin. Only a short shuttle ride from the frenetic pace of the fly-in, the seaplane base offers a cooler, slower pace. In the past two days two Cessna 180's on straight floats, a 185 from Canada, a beefy 206, two Lake amphibians, one of which flew in from Arizona, a Murphy Moose, a Kitfox on Full Lotus floats sporting an Orca motif paint job, a Republic Seabee and a one of a kind Glide Arrow have docked or moored. A Corvette powered Seabee and a diminutive Hatz Biplane on floats have also stopped by, as well as demo flights

in a Searey and a Glastar on Montana amphibious floats. Curious boaters and jet skiers keep a respectful distance as they eyeball the

aircraft, and campers at Lake Goodwin Resort ask questions and share their flying experi-

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ences. Between arrivals and departures, a pontoon boat on the dock provides shade from the sun, a cold beverage and music from a CD player allowing for comfortable hanger flying. The sound of an approaching plane brings the crew to life and a radio call goes out over 122.9, "Aircraft over Lake Goodwin, this is Lake Goodwin Base." The plane flies a downwind, turns base then final and touches down lightly between the ski boats. Taxiing toward the dock the pilot asks, "Where do you want me?" and is directed to the dock for unloading. After greeting the pilot and completing the registration form, a bridle is attached to the prop and the plane is towed to its mooring. The pilot and passengers wait under cover of the brightly decorated cabana by the shuttle stop, sipping their beverages and sharing the experience of their flight in. Before long the shuttle arrives to take them to the fly-in where they will be able to say, "I flew in." When asked where they parked their plane they will respond, "At Lake Goodwin Seaplane Base", a truly magical place.

The Shade Tree Oasis - Pat Connelly

First off, I would like to thank Steve Craigle and Dave Sessums for the help and support they both so willingly gave me during the preparation for this years fly-in. Without their help we would not have had all of our equipment up and running. In addition, to the managers of the various departments whose invaluable cooperation and patience made my task so much easier when it was necessary to distributing and "borrowing" rolling stock during the show I want to extend my most humble thanks. I look forward to working with all of you next year!!

The "shade tree oasis" made its appearance for the first time this year. This was started as a lark, but rapidly took off as other volunteers chipped in items to further the enhancement

of the "oasis", which became a resting place for the facilities staff when they were not called on to fix a problem. Other volunteers would drop in when they had the chance to sit and relax for a bit and take in a bit of refreshment too. Even the public stopped and made positive comments about the addition, so it looks like the "shade tree oasis" will become a



fixture of the fly-in. The Fred and Myrtle our pink flamingos were a great attraction to the point they became the "traveling flamingos" during the night, however reappearing the following morning in time to take up their positions as "greeters" to the oasis. Look forward to the fun and what your imaginations will bring for next year!! The Shade Tree Mechanic!

Notes from Facilities - Bruce Angell

It's mid August; most of the stuff from our 2006 event is put away and secure, we've done some de-briefing and we're taking a short breather before work starts for 2007. As with past years it's a good time to look at the

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2006 event while memories are fresh and enthusiasm from a safe, successful fly-in is still giving everyone involved a warm fuzzy feeling (if its not, it should). By all measures, it was a very good year. We've talked about the reasons it was a good year; what worked really well and where we might do better.

We started work parties in November and continued all the way thru set-up. Twenty to thirty dedicated folks were there every month in spite of bad weather (36 degrees, raining and just nasty); we did everything from extension cord repair to grass taxiway grading and planting. By set-up we were ready. Those work parties were an absolutely essential component to the success of this year's event. And besides, they were fun. Ah yes, 2006; I remember it well.....

Preparation for the first annual SPLASH-IN started in February (those folks at Oshkosh are our heroes; we want to do everything they do, just a little smaller). Pat Connely figured that anchors for aircraft moorage at Lake Goodwin should be somehow made from Community Transit bus brake drums. No detail just sounded like a good idea. After a little head scratching (ok, a lot of head scratching), we finally came up with a plan that involved Steve Craigle bending re-bar, Ralph Frazier, Vicki Paxton, George Dube and Jake Kukuk mixing concrete and setting forms. Now there's something you don't get to do every day. And then there's the tough day we had at the lake in May watching Jerry Sorenson and his group attempt to tow around half million dollar Beaver aircraft without a clue about towing water borne airplanes. Must have been twenty of us learning how to handle this monster plane while the owner is no doubt wondering how he got himself into this experiment. We learned a lot of things that day, not the least of which is that the Washington Seaplane Pilots Association and EAA chapter 406

(Bremerton) have in their memberships a group of very knowledgeable, dedicated pilots who know when to be serious and when to have fun. That day it was more of the later than the former.

I'd like to give a special thanks to everyone who participated in so many work parties along the way and made them such special days. Not to mention Betty's chili (which probably kept more people going than the tasks we were doing). There were the work parties where we attempted to make putting green taxiways out of, well, essentially cow pastures. There was George again, Frank Melder, Mary Alamillo, Daniel & David Clark, Donna Karp, MaryAnn Thompson and Vicki and Mac's dump truck and a back hoe filling and smoothing and rolling and planting what seemed like five miles of bad road. It will take more work, but not one plane disappeared into a rut this year

We started layout this year with the best maps we have ever had, thanks to Greg Sykes and his aerial survey photographs. Ralph and Dave Sessums did most of the layout heavy lifting, and to their amazement and mine, everything fit, more or less. We must have put 500 of those little yellow squares into the ground, marking everything from forum tents to aircraft parking rows. Even some of the flight ops folks got to have part of the fun. Mike Gawley (aircraft parking tower) was out there with Ralph walking the twenty miles or so it takes to mark out aircraft parking.

We've had a number of comments which confirm that our commitment to improving the look and functionality of the event is showing results. We are gradually upgrading both the look of the fly-in and the reliability of our basic systems; water, power, and communications. These upgrades are almost all done during the work parties leading up to the event. This year we'll be starting the planning and im-

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provements a little earlier than last year. Our first work party will be scheduled for late September or early October. Please check the Fly-In web site for details.

From a facilities standpoint, the Fly-In has grown to a full year around event. This growth has given us the opportunity to stay engaged in the planning and implementation of a wide range of program, system and support function improvements over a more reasonable time schedule. More importantly, this schedule provides our volunteers the opportunity to participate at whatever level and at whatever tasks offer the most rewarding experience.

I look forward to working with all of you on the 2007 Fly-In. We have lots to do. It's going to be a very good year.

NWEAA BOARD OF DIRECTORS

The Board of Directors met on August 20 and received reports from the 2006 Fly-In, and began to look forward to the 2007 event. This year aircraft registrations were the highest ever, but gate admissions were lower. We were one short of 8,000 tower operations, but customs activity and campground registrations were lower. It was that kind of mixed year.

The Board accepted the resignations of Alan Barnard and Chuck Kegley. It passed a resolution expressing appreciation to the City of Arlington, its Mayor, Airport Manager, and Fire Chief. Cooperation of the city and its departments has been outstanding.

Several key dates were determined:

September 9, Volunteer Recognition

September 16, Board meeting and election of officers

November 18, Annual meeting – open to all volunteers

January 27-28, Board Retreat

Board Nominating Committee: Bruce Angell, Ron Jacobson, Ken Miller and MaryAnn Thompson.

VOLUNTEER APPRECIATION PICNIC

September 9th, 2007

1 PM to 3 PM

Location: Lake Goodwin Resort (home of the Arlington Splash In)

Address: Lake Goodwin Resort
4726 Lakewood Road
Stanwood, WA 98292

Directions:

I-5 to Exit 206. Go West 2 miles to Stop Sign. Take a right. Go approx. 3 1/2 miles. Park is at bottom of the hill on left side behind Exxon Gas Station.

Details:

Good old fashioned summer BBQ, hamburgers, hotdogs, salads.

RSVP is required by September 6th.

360-435-5857

flyin@nweaa.org



The RC turbine model guys have fun also!