



PALMER *Alaska*

WARREN “BUD” WOODS PALMER MUNICIPAL AIRPORT *Newsletter*

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Airport Advisory

Commission Calendar

All meetings are at 7 p.m. on the fourth Thursday of every month in the Palmer City Hall Council Chambers, 231 W. Evergreen Avenue.

- ❖ January 15, 2019
- ❖ February 28, 2019
- ❖ March 28, 2019
- ❖ April 25, 2019
- ❖ May 23, 2019
- ❖ June 27, 2019
- ❖ July 25, 2019 Cancelled
- ❖ August 22, 2019
- ❖ September 26, 2019
- ❖ October 24, 2019
- ❖ November 13, 2019
- ❖ December 26, 2019 Cancelled

Contact: Chair Ken More at 907-240-3286 or flyartic@articsairacademy.com for more information.

Your source for news at the Warren “Bud” Woods Palmer Municipal Airport
“The aeronautical gateway to Palmer and the Matanuska Valley”

What’s Happening?

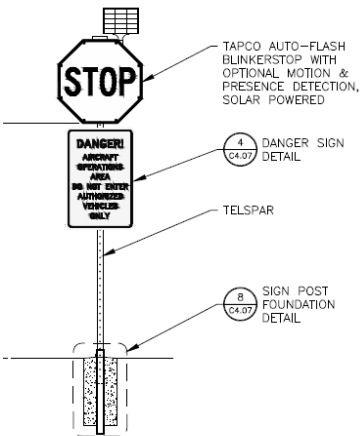
Construction Project Updates: Proposed 2019 “Airfield Safety Improvements” Project

To aid in the avoidance of automobile/pedestrian vs aircraft incursions and help keep the airside a safer place to operate, the City will be installing a host of new informational / directional signs with this project.

The three main entrances to the airport will see signs such as these:



• These Signs Will Have White Lettering on a Reflective Blue Background
(Diagram: HDL Engineering Consultant’s depiction of informational signage to be installed at PAQ)



LED-ENHANCED STOP SIGN



Palmer Municipal Airport

"The aeronautical gateway to Palmer and the Matanuska Valley"

AIRFIELD SAFETY RULES:

- UNLESS OTHERWISE AUTHORIZED, REMAIN CLEAR OF ALL APRONS, TAXIWAYS, AND RUNWAYS
- ALL DELIVERIES MUST USE TENANT DRIVEWAYS
- VISITOR PARKING AND AIRCRAFT VIEWING IN DESIGNATED AREAS ONLY
- PETS MUST BE LEASHED AND CLEANED UP AFTER
- DO NOT TOUCH AIRCRAFT

JOHN S. LEE HELIPAD

HELIPAD & HELICOPTER PARKING APRON
LARGE AIRCRAFT PARKING APRON
VISITOR PARKING AND AIRCRAFT VIEWING

- These Signs Will Have White Lettering on a Reflective Blue Background
- (Diagram: HDL Engineering Consultant's depiction of informational signage to be installed at PAQ)
- Solar powered LED Enhanced Stop Signs will replace the older less effective signs currently in place at an aprons entrance.
 - Visitor Parking and Aircraft Viewing Areas will be designated to keep unauthorized vehicles and pedestrians off the aircraft parking ramps.
 - To avoid vehicles parking on the edges of aircraft taxilanes, no parking signs will be installed.
 - Apron A will receive a dedicated access point on route to the Randy Thom Flight Service Center building.
 - A Pilot parking area in addition to the tie down space will be better defined.

Additional PAQ News Updates

Summertime Activities at the Airport are in Full Swing:



(Photo: A Public Works Equipment Operator works to clear vegetation around directional airfield signs)

State of Alaska
Dept. of Natural Resources
Division of Forestry



Arial Firefighting Activities Pick Up at the Division of Forestry

The State of Alaska, Division of Forestry operations are now in high gear at PAQ! Numerous new wildland firefighting aircraft have arrived on scene to help combat this year’s crop of wildland fires in South Central Alaska. Please be sure to allow these aircraft priority status on the airfield and in the skies above so that they can effectively and efficiently do their work.



(Photo: A new line up of firefighting aircraft appeared on the North Ramp in June)

Construction Activities for Private Hangars Abound

Many new projects have begun to take shape at the airport with several more slated to start this summer and fall. Some of last’s year’s projects are getting the final touches as well.



(Foundation work is completed May30th)



(Photo: Trusses are going on for a private hangar development for Lease Lot 19 on June 6th)



(Kingdom Air Corps recnetly completed hangar is getting the final site work around it’s new Hangar)



(Photo: Fresh apron paving is completed on a private hangar development for Lease Lot 19 on July 1st)



(Pink and green add color to a smoky skyline at PAQ)

Hay Making Operations Are In Top Gear

2019 saw a bumper first cutting hay crop at the airport with a two week earlier than normal harvesting. A little more color was added to the hay wraps by RK Ranch.



A Brief History of the Palmer Municipal Airport

By Allan Linn, Former Airport Advisory Commission Member and longtime Palmer Resident

Palmer did not rush into the Alaskan aviation scene as rapidly as many other communities in the territory did. Perhaps this was because the area residents were reasonably served by the Alaska Railroad after Knik was succeeded by Wasilla and Matanuska. There were occasional plane visits using homesteader's fields for landing, perhaps most notably in August 1935 when Will Rogers came to see the Federal colonization project just prior to the fatal crash he suffered with pilot Wiley Post near Barrow on their round -the-world flight attempt. This writer remembers seeing infrequent aircraft use of the hayfield (that is now part of the original Palmer Industrial Park) in the late 1930's using planes not based in Palmer.

Immediately after World War II an Anchorage firm decided to provide service between there and Palmer to a short field on the north side of Palmer just west of the railroad, using a gull wing Stinson, that required landing to south and take off to north. This service shortly suffered an engine failure on takeoff resulting in a forced landing on the Matanuska River bar, with no fatalities but ending the business venture.

The war end resulted in two community features arising; some forward looking business members recognizing the desirability of having an airport for the town and another group who wanted to actually use an airport for flying purposes (there were some differences in the average ages of the two groups).

The first group became the Palmer Airport Association in 1945 and began creating an airfield by acquiring some land on the present site that was a homesteader's potato field. Improvements were by a little cash for the property and some hired and much volunteer effort. It was soon recognized another runway was needed to let pilots accommodate to the frequent Knik winds so additional land was acquired on an adjacent homestead tract. Local funds being exhausted for construction but with more needed a pursuit was made through the Territory of Alaska Aviation Division (neither the State of Alaska nor the City of Palmer existed at the time) for CAA grant funds under a relatively new program. This resulted in what is best expressed as a \$5,000 land purchase by the Palmer Airport Association morphing into a \$150,000 grant request by the Territory to the CAA with airport

title being in the Territory. The other group started utilizing the initial strip by building shops and residences along the east side of the NS runway and on the N side of the EW runway, by taking or giving flying lessons, by providing repair services or by providing desired services to planes transiting the area. Generally, in those early years progress in use was quite slow but consistent with major changes being moving improvements to the west side of the runway as the length increased. The City of Palmer was incorporated in 1951 and, after the advent of statehood in 1959, the State returned title to the airport to the City on May 10, 1963.

One early student pilot, when the instructor felt he was ready to solo in 1947 took him for solo to what is now the yellow parking lot of the fairgrounds so there was not a chance of the student and plane ending up in the stumps currently at the end of the runway.

P.S. (Mr. Linn was born in 1929 and began flying airplanes in Palmer starting the summer of 1947. At the end of the summer he had earned his pilot's license. In 1948 he attended Washington State University and helped to form the universities first flying club. At 90 years young, Mr. Linn still holds a valid pilots license after 72 years, except he says "the medical is a little more difficult to come by".) Thank you Mr. Linn

Business Spot Light

The New 10 Unit T Hangar Building is Out of the Ground

The new 10 unit T – Hangar building being constructed by CIG, LLC is out of the ground and on track for completion this fall. Mark LaCrosse of LaCrosse and Associates, the General Contractor for the project, expects the steel to arrive on site in early July. The PAAQ Hangar Association has now been formed and sales of individual units are beginning. Please contact Karen McMaster at (907) 232-5315 for additional PAAQ Hangar Association and individual unit details.



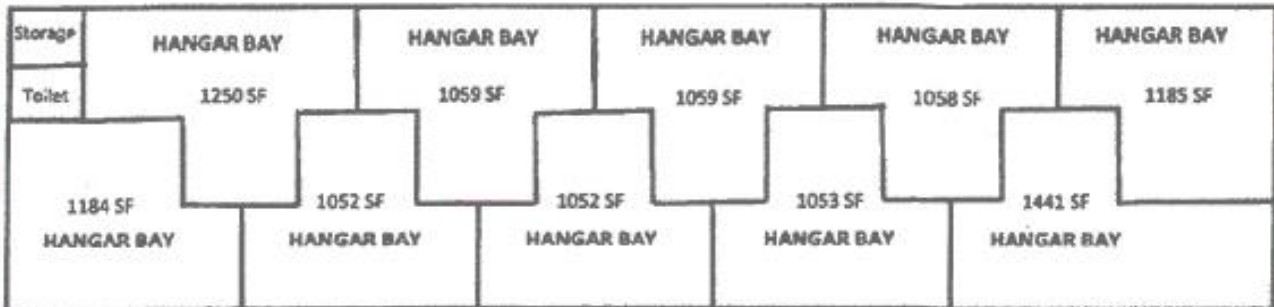
(Photos: The New PAAQ Hangar Association building located at 780 East Yukon Street under construction, foundation complete June 28th)

COMING SOON!

TO THE WARREN "BUD" WOODS PALMER MUNICIPAL AIRPORT

10 T-Hangar Condos for Private Ownership

Not to Scale



- ✦ Hangars located on TW J, leading to TW B
- ✦ Proposed Completed Fall 2019
- ✦ Sizes Range from 1052-1441 SF
- ✦ Prices Start at \$128,775
- ✦ Schweiß Bifold Strap Door 12' x 41.5'
- ✦ Private man door
- ✦ Natural gas heat
- ✦ Common space restroom

Features of the Airport Include:

- Palmer Airport has developed a security plan along with Airport Watch
- 6008 LF main runway (16/34) with non-precision ceiling GPS IFR approach.
- Pavement Classification Number: PCN (34/F/B/X/U)
- 3617 LF cross wind runway (10/28) non-precision GPS IFR approach. Pavement
- Classification number: PCN (7/F/B/X/U)
- 1560 LF gravel runway (16/34)
- Lighted Helipad with parking
- Small aircraft transient parking (Apron A) and Large aircraft parking (South Apron) available for day use and overnight parking
- 24 hour fuel availability on the north and south ramp and fuel delivery and ground support with prior arrangements
- Aircraft parts store with on field maintenance available
- ALL SERVICES AVAILABLE

Palmer Airport is within walking distance to Palmer City Center with wonderful restaurants, shops and amenities. The airport is adjacent to one of the most beautiful golf courses in Alaska



RESERVE ONE NOW!

Contact for PAAQ Hangar Association:

Karen McMaster 907-232-5315