



HANGAR TALK



Newsletter of The North Puget Sound Chapter of The Washington Pilot's Association. February 2008

FROM THE PRESIDENT'S HANGAR

What a year 2007 was – for GA and WPA. The greatest news is that WPA has become a recognized voice in some very serious issues such as User Fee's and The Battle for Harvey Field. We are in the



national spotlight with AOPA on BFI landing fee's to name a few. Each of us can take credit, for being members and supporting our mission statement. This

strong voice is also a tribute to the dedication of your state president, John Dobson and your state board of directors who have volunteered hours and hours of hard work addressing all of the issues we face inside and outside of our organization. This is especially impressive for an organization that is virtually all volunteers.

WPA has a new and greatly improved website, www.wpaflys.org where we can all go to read the latest about how our organization is helping to shape GA in Washington. You can also update your member information. Renewing your membership is now easier than ever.

New this year is WPA apparel. Check out the link under the membership drop down menu. WPA has a wide assortment of goodies to help support our organizations mission while making you look good.

What does 2008 have in store for General Aviation? Isn't that up to each of us? Why don't we set some aviation goals for this year?

Start by committing to attend the next meeting or becoming the next dedicated volunteer on a committee.

Consider attending the next state meeting.

"National
Spotlight"

Go for a new certificate or rating.

Complete the next level of "Wings".

Or simply take someone who doesn't fly, up on a beautiful day.

Let's also not let the majority of pilots attending a meeting for the first time walk off with only a memory, never to return. They've just displayed a commonality with you and me.

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Harvey Field - Update

Plato: "Those who are too smart to engage in politics are punished by being governed by those who are dumber!"

(Thanks Blake)

Yesterday I drove up to Everett to testify on behalf of Harvey Airfield in Snohomish.

If you will recall I wrote an article several months ago

called Harvey Field – Endangered Species. Harvey Field is in the Snohomish River flood plane. In 1999 FEMA studied some 5900 acres in Snohomish County using the Floodway Fringe methodology. The purpose was to reconcile the differences in flood studies between the County and the City of Everett. In 2000 the County asked FEMA to use the Density Fringe concept. They knew then that converting Harvey Field to Density Fringe would restrict development and create a nonconforming use since industrial use is prohibited in density fringe. According to the County if they did not do this then the maximum of one foot rise would be exceeded by 1/10th of a foot (1.2 inches) – the real number is less than 1/2 inch. One of the primary problems with all this is that Harvey Airfield could not adjust their runway to accommodate or

include safety areas or add additional hangar capacity or lease any property to new business tenants (hangar renters excluded). While opportunities for additional rental income were prohibited the County increased there property taxes by some 547%. Get the picture . . . and by the way I am quoting County documents for this report. So to fix the problem Kandace Harvey requested the area be remapped using Floodway Fringe. At one point the County Council voted to approve / direct their planning department to request FEMA remap the area . . . put it back the way it was. During that time FEMA was sued and lost to the National Wildlife Federation. That suite required all remapping to consider the "fish take", a Biological Assessment. That meant that the County would have to pony up some big bucks. So Kandace gathered all of the Business owners under one group and asked if the County would consider remapping only the 290 acres . . . the South Snohomish UGA. That would surly cost much less.

After my testimony (I got my butt handed to me) and that of 50 or so other citizens, the Council voted yesterday not to spend additional taxpayer dollars on this project saying that the problem with the Density Fringe designation (for the 290 acres) was FEMA's fault and they proceeded to wash

Bellingham Aero



Harvey Field - Update

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their hands of it

On that same day, just before the Council convened, Aaron Reardon, County Executive, gave a speech titled the State of the County". In his speech he made several comments about the environment including points about the Climate Change Initiative and helping Snohomish County Farmers for the next 100 years. To do that the County will be spending money on a biodiesel plant, a seed crusher and facilities for the drawing and storage of methane. They will be converting all county vehicles to run on alternative fuels. He said that they will prepare for the effects of a warming climate. I offer no commentary on the counties environmental initiatives. But to say that the business owners in and around Harvey Airfield have been sacrificed for the benefit of the farming community is a safe bet. The farmers have done a great job in building their power base. Right now we all feel like we got the wind knocked out of us. We will engage the process again at a later date. We have learned a great deal about the process. And over the next month or so we will develop some new strategies. WSDOT has given me some thoughts and then again there are always the legal bombs.

If anyone doubts whether the WPA should be involved in Advocacy they only need to call Kandace Harvey. What I have learned is that while AOPA and

EAA have the resources to do some select battles by quoting Federal law, they don't have the ability to monitor and engage the electoral process . . . that is up to you and me. We fly into all 139 Washington Airports.

John F. Dobson
(360) 898-2319



President's Hangar

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Something brought us back after our first meeting-maybe just a warm smile, a handshake, a flying story for a shared laugh. Let's let them know they'll be welcomed back when they decide to return.

2008 will bring a host of new challenges. We should never be satisfied with what was, but instead constantly work for what could be. Will 2008 be the year you challenge yourself to a new certificate or rating? Will it be the year you decide to give back to general aviation by bringing and encouraging others to join us? Let your actions be your response, and we'll know by the numbers we see at the end of 2008.

No Clouds
Chip LaPlante
President - NSC



Other News

NSC-WPA BoD Lunch Meeting Monday Feb. 11, 2008 12:15pm Village Inn

3020 Northwest Ave.
Kiddie corner from Yeager's
Partial Agenda:

1. Secretary?
2. Plans for new year activities
 - a. Fly outs
 - b. Air shows
3. Scholarship programs
 - a. BTC ?
 - b. Other
4. Evaluation of Christmas dinner and program
 - a. Ideas and plans for next December party
5. Ideas for promoting flying interest in the community

All are invited to join in with the officers and the board.



We all knew this one was inevitable when the latest iPhone commercial rolled out — now didn't we?

We Knew This Was Going To Happen: iPhone-Equipped Passenger Takes On Flight Crew Over Weather

"Oh joy! I can't wait for the next ground delay or long taxi due to weather somewhere to get a smart ass with a freakin iPhone shoving it in my face saying "It's NOT raining there ... SEE?!" Too late ... already happened to me. We push back, get advised of a ground stop in MEM due to storms in the area. Go to the penalty box and wait. My Captain does the lecture over the PA ... not one minute later, we get dinged from the Flight Attendant. "Some guy with an iPhone says the weather is good, and wants to know what the real reason is for the delay. Is something wrong with the plane?"

I want to tell this assclown what he can do with his IdiotPhone - but the Captain does it even better. He gets on the PA and makes the following announcement:

"If the passenger with the iPhone would be kind enough to use it to check the weather at our alternate, calculate our fuel burn due to being rerouted around the storms, call the dispatcher to arrange our release, and then make a phone call to the nearest Air Traffic Control Center to arrange our timely departure amongst the other aircraft carrying passengers with iPhones, then we will be more than happy to depart. Please ring your call button to advise the Flight Attendant and your fellow passengers when you deem it ready and responsible for this multi-million dollar aircraft and its passengers to safely leave."

Needless to say, the pax was pretty embarrassed. The Flight Attendant later told us the rest of the plane was outright laughing at this dude. What a clown."



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PA28-161

Well maintained,
hangered, IFR
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Washington Pilots Association North Sound Chapter



February Meeting Speaker

As of this issue of Hangar Talk going to press, it is unsure that Jeff Erikson will be with us to talk about: "Light Sport Aircraft".

If not, I will be your fill in speaker and I will present: "Tips, Tricks, Traps and The Things That Are Going To Get You Killed".

What do they really mean when they say, "be advised".

The two most important things to remember.

In any case we'll have a fun and an educational time talking about our favorite pastime.

When: Thursday Feb. 14th. Doors open at 6:30pm

Time: 7:00pm

Where: Whatcom Educational Credit Union

511 East Holly St. Bellingham, WA

Plenty of Parking

Everyone and Anyone are welcome to attend.



North Sound Chapter WPA Control Tower

Hangar Talk Newsletter is the official publication of the North Sound Chapter of the W.P.A.

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*Deadline for the next issue is
Friday, February 29th.*

WEBSITE STATE

<http://www.wpaflys.org>

LOCAL

http://www.wpaflys.org/Chapters/North_Sound.htm

Articles for submission can be either e-mailed to:
kidkomet@comcast.net
Or sent c/o:
HANGAR TALK
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JOIN NOW

Join your fellow pilots and aviation enthusiasts. Become a member of the North Sound Chapter of the Washington Pilots' Association. The North Sound Chapter represents members from Whatcom, Skagit, and San Juan Counties. To be a member, you need not be a pilot but only have an interest in and promote general aviation.

name (last, first, middle initial)

spouse if applicable (last, first, middle initial)

address (street, apartment number)

city

state

zip

phone number

email address

The \$31 Chapter dues are comprised of \$19 State and \$12 Local dues. Also offered, on a voluntary basis, is a year subscription to the GA News for \$25.

STATE DUES

_____ \$19 STANDARD

LOCAL DUES

_____ \$12 ALL

GA NEWS

_____ \$25 VOLUNTARY

TOTAL ENCLOSED

Please mail completed form and check (payable to North Sound WPA) to Paul Zosel, North Sound Chapter WPA Treasurer, 2719 Willow Lane, Bellingham, WA, 98226.

NSC



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The Hangar Talk Newsletter Mails out 100 Plus copies each month. Most of these copies, of course, go to members of the North Sound Chapter of the Washington Pilots Association. However there are numerous copies mailed to interested persons and companies outside the membership. Some copies go to the State entities such as the State WPA President and editor of the Wings publication. We believe the Hangar Talk reaches a surprising number of people.

We wish to offer to all interested persons and businesses to advertise their services in Hangar Talk. A sum of \$50 will purchase a year (10 issues) of business card advertising. Please send a check payable to North Sound WPA and a business card to Mike Holl, North Sound Chapter Treasurer, 259 Friday Creek Road, Bellingham, WA 98226

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