



SPOKANE FLYER



WPA NEWSLETTER

July 2007

Annual Ellerpark Picnic

It's that time of year for everyone to meet and greet at a wonderful relaxing facility! Be sure to bring the whole family for fun and games and a free Bar B-Q, including burgers, sausages, hotdogs, and the fixing's. There will be plenty of food, but if you would like to bring one of your own special dishes, it would certainly be welcome. Tex will be bringing his 'famous' beans. There will also be potato salad, cole slaw and iced tea.

Please give Judy & Duane a call. They would love to hear from you. Let them know what you could do or bring to help out this event.....THIS IS YOUR PARTY!.....

Let's make this another GREAT EVENT...

DIRECTIONS:

Take Trent Ave. {HWY 290} east to Starr Rd. [look for the gas stations on the left]. Turn left at that intersection and continue for a brief distance to the second right [Lincoln Rd.] then take the first left at Glenarvon....it's the yellow house a few hundred yards ahead on the right at the end of the street!

It is possible to fly and land at Ellerpark and taxi to the Cocking's hangar for this event (as a general rule this is discouraged) but remember that you must "take-off" before dark.

There will be a presentation by Mr. Doug Atherton about 'Angel Flight'



UPCOMING EVENTS

WED. JULY 18TH

"Annual Ellerport Picnic"

8322 N Glenarvon Ln.

Newman Lake

Duane & Judy Cocking

226-2385

JULY 21ST

Fly-out

'Wilderness Within Reach'

Our pilots will fly the Hutton Settlement

Kids to Cavannaugh Bay

Meet at EAA/WPA

Clubhouse

@9:00am

Call:

Jerry Baur for info @

893-1961

WPA 2007 BOARD

PRESIDENT

Rotating Board members

PRESIDENT-ELECT

Gary White

891-6473

PAST-PRESIDENT

Blake McKinley

924-0070

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LIVE PICTURE:

<http://www.feltsfieldflyers.com>

DON'T FORGET SATURDAY JULY 21ST. !

If you want to help with a WONDERFUL event and you can land your plane with a passenger on a mountain grass strip; then please, help with this once a year event.

Call: Jerry Baur 893-1961 or

Blake McKinley 924-0070

NEWS FROM YOUR STATE PRESIDENT

Mr. John Dobson

In the last four days I have attended the WASAR Board Meeting, met with Kandace Harvey (Harvey Field) , attended the Clallam County Chapter Board Meeting, the Southwest / Vancouver Chapter general meeting (great group), talked drag racing with the FAA, got my first call from a House of Representatives Member on the Transportation Committee (thanks to getting WINGS) and worked with the Association of Sanderson Pilots (ASP) to stem the tide of a promoter attempting a land grab of airport property. . . what have you done to advance General Aviation this week?

Although everything above is true and I enjoyed it, I must admit . . . I'm tired! Tomorrow I leave for LA and will be out of touch for 7 days. I may get access to email by Wednesday. That said I do want to send out a few reminders.

1. Articles for the next issue of WINGS are due July 27th. Remember we have a Chapter Page and a Directors Page. I am really interested in seeing what the Directors come up with. Oh and don't forget the three position papers from our two VP's E&W!

2. Job Descriptions and Task Requirements for the six Functional Directors. I am still looking for input. I have my list but I'd like to hear from the Chapters on what jobs / tasks you would like them to do to help you.

3. WPA Management System . . . I will be making an announcement in the next issue of WINGS asking members to go to our website and update their information page. The only way individual members can do that is if we have a current email on file. Without a current email they will be instructed to contact the authorized Chapter Representative. (Remember we are getting ready for renewals . . . in 100 days we start) That means that every Chapter needs an Authorized Representative . . . Chapter Treasurer?

If you have not been to the website system yet to update your information you may want to give it a try . . . let me know how it goes. Then call the Chapter Treasurers and ask if they understand what to expect. When half or more say they haven't got a clue they should be directed to call me and I'll walk them through it. This WPA Management System is a big (expensive) step in getting us connected to all who touch aviation. It is also a major time savor for the worker bees.

Thanks again . . . I'll be in touch soon.

John F. Dobson
(360) 898-2319

'Sun-Times' editorial supports GA position on FAA funding

A major Chicago media outlet has decided that the facts support general aviation's position on the FAA funding debate.

The Sun-Times News Group editorial board (the editorial voice for the *Chicago Sun-Times*, the *Daily Southtown*, and several other newspapers serving the greater Chicago area) recently met with a representative for the airlines and then later with AOPA President Phil Boyer. In the board's editorial following the meetings, it noted that the airlines and the FAA want "user fees on private planes to make them cough up more" toward the cost of the NextGen air traffic control modernization project.

"But general aviation and corporate jet advocates don't concede that they are not paying their fair share," [said the editorial writers](#). "They say user fees will cripple private aviation — at great cost to smaller airports and rural communities that rely on such planes. Some of them believe the current taxes they and the airlines pay will be adequate to fund the new system; but if taxes have to go up, they favor an increase in the fuel tax that they now pay."

The editorial notes that the number of private aircraft will likely increase, placing greater demands on the ATC system. "They should bear more of the costs. And if user fees are so crippling, perhaps higher fuel taxes can be the way to get them to shoulder a greater share."

Said Boyer, "That's exactly why the GA community has endorsed H.R.2881, the House version of the FAA funding bill. We agree that the ATC system needs to be modernized, but we have always said that it could be done within the existing tax structure. And we're willing to accept an inflation-adjusted fuel tax increase to make it happen, which is what the House bill proposes to do."

This isn't the first time that the Sun-Times News Group editorial board has weighed the facts and sided with general aviation. They supported maintaining Chicago's "lakefront jewel" Meigs Field and [roundly condemned Mayor Richard M. Daley](#) after his midnight raid that destroyed the airport.

GA must pay, senators say

User fees or bust.

Two powerful senators drew a line in the sand on July 12 and made it clear that there would be severe penalties if their FAA funding bill (S.1300) is changed or disapproved.

"Commercial airline passengers shouldn't continue to subsidize corporate jets," said aviation subcommittee Chairman John D. Rockefeller (D-W.Va.) during a Senate Finance Committee hearing. "If we don't restore equity, then as chairman of this aviation subcommittee, I will address the equity issue by looking for ways to limit general aviation access to congested airspace."

Sen. Trent Lott (R-Miss.) said, "We're going to have a fair bill or no bill, and I'm prepared to go to the mat."

But fair can be in the eyes of the beholder. While some of the senators and the witnesses argued that the airlines pay more than their fair share to support the air traffic control system, Sen. Pat Roberts (R-Kan.) noted that, "We've had preferential tax treatment for the airlines, particularly in pensions."

And while Sen. Lott chastised most of the aviation community for being unwilling to pay more, Sen. Roberts said that wasn't the case for GA.

"The general aviation community is not unreceptive to an increase in the gas tax," said Roberts. "They're for modernization as well."

While Sen. Rockefeller believes that the proposed \$25 per flight user fee for turbine aircraft "isn't exactly a backbreaker," and that "90 percent of general aviation aircraft are excluded" from paying, Sen. Roberts said, "It's not the fee, it is the structure. All of general aviation is opposed to the fee, even the 90 percent that are exempt."

And while neither Rockefeller nor Lott mentioned that S.1300 would eliminate the 4.3 cents per gallon fuel tax the airlines currently pay, it didn't slip past Roberts or Sen. Jeff Bingaman (D-N.M.)

"I don't think that giving the airlines a tax break is the best way to start modernization," said Roberts.

Sen. Bingaman questioned, with all that the FAA was trying to accomplish, "why would you eliminate the fuel tax on the airlines?" He noted that the ATC user fee would likely discourage flights to smaller communities. And witness Gerald Dillingham of the Government Accountability Office agreed, noting that regional air carrier profits are so slim that "the \$25 fee could put them over the edge."

Dillingham restated his contention from previous hearings, saying that the current excise tax-based funding system "could support all FAA activities, including NextGen" — the ATC modernization program. And he said that forecasted revenues to the aviation trust fund could support increased FAA spending.

Peter R. Orszag, director of the Congressional Budget Office, said that with a forecast 7 percent annual growth in aviation tax revenues, the trust fund would bring in some \$158 billion over the next 10 years, versus an inflation-adjusted FAA budget baseline of \$135 billion. "We [the FAA] don't feel starved for funds," said FAA Administrator Marion Blakey in response to a question from Sen. Charles Schumer (D-N.Y.).

"I can't begin to tell you how strongly Sen. Rockefeller feels about the \$25 ATC modernization surcharge or user fee," said AOPA President Phil Boyer. "And we have tried to explain to him how dead set we are against any user fee on any segment of aviation, regardless of the amount."

"But general aviation is willing to contribute more toward system modernization through the fuel. That's why we have endorsed H.R.2881, the House FAA funding bill. We would ask the Senate to give fair consideration to the taxing and funding concepts in that bill."

The funding authority for the FAA and the government's ability to collect aviation taxes will expire in about 80 days. If an FAA funding bill (called a "reauthorization bill") is not approved before then, the FAA could be forced to stop operations.

July 12, 2007

For the record: Maria Cantwell voted to go ahead with getting the bill passed through Senate; even after she had been supported by AND RECEIVED SUPPORT FROM our immediate Past President Mr. Jim Smith. NO PILOT OR SUPPORTER OF GENERAL AVIATION SHOULD SUPPORT THIS SELF-SERVING SENATOR!



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