



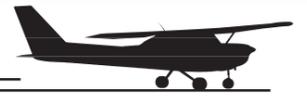
Wings

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Serving Washington Pilots Since 1960

April/May 2010



President's Message Olympia WA . . . Code name, "Area 52"



John Dobson, WPA President

I am convinced that during this past legislative session the aliens had landed and they took over the minds of our elected officials in Olympia. Logic was out the door as they scrambled to cover a \$2.8 billion dollar deficit. What many pilots may not be aware of is that this was a supplemental budget. Next year the state will be faced with covering \$5.7 billion or more. But my favorite line from this session came from one Senator who said; "It is time to suspend the will of the people".

By now every aircraft owner and pilot in this state knows we dodged a bullet. We sank that legislative boat that came so close to crippling aviation. There were so many things wrong with the excise tax . . . just the fact that none of the money would go to support aviation made it wrong. And then, to spin this tax as leveling

the playing field between the so called rich airplane owners and the boat owners when in fact we pay a factor 4 times greater than they do. This was really a bad idea . . . but it's not over . . .

Next fall these same folks will return to Area 52 intent on solving a budget deficit that is twice the size of this one. Over the next several months your board of directors will be asking for your input. We will be looking at all of the taxes we pay to the State of Washington. And we will be looking at how we fund our airports and aviation in general. Over the next month I will be at several conventions gaining more insight from the various

groups. So be prepared; increases are coming. We just want to make sure there is equality and we get back in kind what we pay for.

A second bill that started with a simple phone call was SB 6603. This was a land use bill with the intent of putting some teeth into the legislative action that passed in 1996. It was hoped that cities and counties would take seriously their obligation to protect airports from incompatible encroachment. It was killed by the same Cities and Counties that have violated airports in the past. There was one picture; the poster child for government doing bad things. Remember the day care center in Cashmere? That was so perfect!

We need your help! We need more pictures like Cashmere. We need pictures from every airport things and we need with them. We are Book". This book photographs of to noise and Remember, that is our problems were behind us. By the time the folks return to Area 52 for the next session I will personally deliver to each and every legislator their own copy of "The Book". There will be no doubt just how susceptible the local elected have been to the greed of uncaring developers.

I was never more proud of our WPA members who delivered our message with strength and courtesy. You did great!

demonstrating bad the stories to go going to build "The will contain aerial every compromise safety since 1996. the year we assumed

Finally, I do want to take a moment to thank each and every one of you . . . The WPA Membership. You sent hundreds / thousands of contacts to your legislators . . . there were phone calls, letters, emails . . . over and over again. The call would go out; more ammo, this time direct all fire at the Senate! And here would come another volley. You have no idea how much impact you had. Every lobbyist in Olympia, regardless of their position or issue said they were envious about the kind of support we put together. But the really big news has yet to be felt. There were a number of big guys; those 135 Turbojet owners. They discovered that we can actually work together . . . we made a pretty good team.

At the February Puyallup Aviation Conference and Trade Show the Washington Pilots Association joined forces with AOPA, WAMA, PNBA, NBAA, WA Seaplane Pilots Association, EAA, WASAR, San Juan Pilots Association, WA Aviation Association, Cascade Warbirds, and Angel Flight. (I know I am leaving someone out). The new group called the Aviation Coalition, headed by Ryan Zulauf, Renton Airport Manager and WAMA President, selected a simple mantra, "One message, and one voice"!

I was never more proud of our WPA members who delivered our message with strength and courtesy. You did great! And now we have the opportunity to go on the offensive. Give me your thoughts on how we fund aviation into the future and send me those photographs.

With your help we will control our future!



Washington Nixes Proposed Aircraft Tax Hike

By AOPA ePublishing staff from the AOPA.org Web Site on April 12, 2010

After a bruising battle over a proposed aircraft excise tax increase, the Washington state legislature has approved a tax revenue bill—without the controversial tax increase.

Lawmakers had proposed a 0.5 percent annual excise tax on aircraft based in the state, an increase that would have created the highest registration rates in the nation for many types of aircraft. AOPA worked with the Washington Pilots Association, the National Business Aviation Association (NBAA), and other aviation groups in the state to fight the tax from its introduction all the way through a special session called to hash out the details of tax proposals.

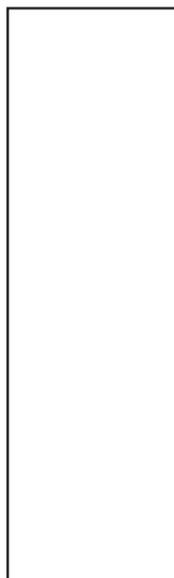
The Senate several times had previously approved a version of the bill that did not include the aircraft excise tax hike, but lawmakers in the House had re-inserted the proposal in their version of the bill. The House finally approved a conference committee report April 11 that did not include the increase. The Senate approved the report April 12 by a vote of 25 to 21 and sent it to the governor for her signature.

AOPA Vice President of Airports and State Advocacy Greg Pecoraro spent three days in Olympia speaking with lawmakers about the proposal, and he and other AOPA staff kept in constant direct contact with legislators by phone and e-mail, including key fiscal leaders and others. Pecoraro said AOPA members' involvement in the issue explaining the impact of the new tax and the value of general aviation was a key part of the aviation community's success in fighting the tax.

"Our members were great," he said. "They reached out to their legislators with a series of compelling messages that played a big role in giving the Senate pause and keeping the tax out of the final package."

Opposition from aviation groups helped win over a strong bipartisan majority of the state Senate and prevent adoption of the tax package in the regular session. Debate continued until almost the end of the 30-day special session, and the governor's signature could close the book on the tax increase this year.

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Sanderson Field . . . “Follow the money”!

By John Dobson, WPA State President

Airports are tools . . . when properly managed and marketed they can be wonderful economic engines. They are super highways for commerce. They act as magnets for business entrepreneurs. Unlike “big box” stores that transfer wealth, airports create wealth by attracting entities that generally sell goods and services to consumers and businesses outside the community .

But developers see airports differently. They see flat ground requiring little effort to develop. Or they view airports as obstacles to overcome; just another annoyance to their personal path to riches. Take Sanderson Field in Shelton for example. Just to the south of the airport a large developer, Mr. Mark Hall of Hall Equities, has purchased over 700 acres. He bought the property with full knowledge what zoning was in place. Now, after his team of experts has analyzed the property they have determined the value would be greater if the 160 acres could be zoned residential from Commercial Industrial.

It is important to recognize that the community has no guarantees should the zone change be granted. There is no guarantee what the end project will look like or when it will be completed. Mr. Hall, in his attempt to sell the city on his proposal, has said on numerous occasions that all of his profits are tied up in that 160 acre plat of ground. During the Senate Land Use Hearings (SB 6603) Mr. Kim Adams of Hall Equities said that they had contracts in place. To hear him tell the story every retailer in the country . . . like Home Depot, Loews, Costco, Target, and Fred Meyer and maybe even Nordstrom has signed. The City is most anxious to accommodate this developer. The taxes, fees and permit monies would be most welcome to an entity in financial strife.

Two years ago when this developer asked the City of Shelton to rezone the Commercial and Industrial property to Residential, he claimed the terrain was not compatible with his vision. The citizens made their opposition very clear. Building residential that close to an airport is fraught with noise and safety issues. And residential brings with it all manner of future complaints that tend to be detrimental to the long term viability of any airport. After that meeting it was reported that Mr. Mark Hall stated, “There is not an airport in the country that can’t be closed with enough money”.

So Hall Equities, working with or through the City, hired Parametrix and Safety Services International (SSI) (along with a Lear 35). The goal was to trivialize what the aviation experts (WSDOT-AD and the FAA) know to be fact. Here is what his “hired guns” had to say.

Safety Services International (SSI)

The presentation from SSI was made by Kevin A. Darcy. He has a background in aviation accident investigations and safety consulting. In Mr. Darcy’s executive summary he discusses accident statistics, flight patterns and airport use. He states that, “There are few, if any, military operations at Sanderson Field and no commercial air carrier operations”. The assumption by the author is that the future holds no growth potential at Sanderson

Field. He goes on to cite the airports at Boeing Field, Paine Field in Everett and Renton Municipal as examples where residential development is commonplace.

1st The assumption in his report is that there are no complaints from the residents surrounding Boeing Field, Paine Field and Renton Municipal Airports. Omitted from the author’s briefing are the millions of dollars Boeing Field is paying to mitigate the homes for noise abatement. Renton Municipal is being asked to curtail and eliminate Mercer Island over flights. And Paine Field is being barraged from the Save Our Community (SOC) group in Mukilteo over the proposed service by Horizon Airlines.

2nd As for little to no military flights, the army continually uses Sanderson Field as the over flight point for Chinook Helicopter refueling flights. Even the FAA states that 20,000 military operations occur annually. And Kapowsin is a prime contractor for military operations . . . as in Army Rangers jumping between 3000 to 5000 troops annually.

Parametrix

We see a well versed engineer conduct a noise study. The following recap is from the author’s Executive Summary. Parametrix referenced the FAA’s desire to maintain 65 dBA on airport property. The measurements for their test were taken “approximately 2800 feet south of runway 23” . . . “in a partly wooded area”. The measurements were taken from February 12th through February 18th and weather conditions “were generally overcast with periods of rain, and temperatures were in the 40s”. “. . . The average day-night sound level (47dBA) on the Hall Equities’ property was well below the FAA threshold of impact (65 dBA)”.

1st We crank up the engines of the Lear 35 on a given day, one of the quietest jets in operation. We do not fly a standard pattern and we monitor from 2800 feet away. We hide the measurement equipment in a partially wooded area in the middle of winter with predominately IFR (Instrument Flight Rules) conditions and claim there is no impact to the property. What is wrong with this picture?

2nd The author continues to focus on the 65dBA - DNL. That number equates to physical harm to humans when exposed for long periods of time. What Parametrix did not measure is the “average noise level at an airport” that aggravates local residents. It is this aggravation that causes people to take political action to close the airport.

So picture yourself as an elected official asking for facts. You need to make a decision for the future of your community. The developer has promised you the world (verbally . . . no written contract). You know very little about aviation and the developer’s “hired guns” claim there is little to no impact for noise and safety. What would you do?

This story plays out every day in every county and city in this state. This is why SB-6603 was so important to us and why next year we will pass legislation to “prohibit” residential encroachment at airports. In the meantime we hope the City of Shelton will make the wise “long term” decision and protect this airport. It is an asset that holds the future promise of wealth for Mason County.

A Night Flight with Saint Elmo

By Jack Krause,

WPA Shelton-Sanderson Chapter

One late summer night forty-three years ago, my navigator and I launched from a remote jungle airfield west of the Mekong River for an interdiction mission over a large expanse east of that large river. We were flying a renovated A-26, twin engine, fully loaded attack bomber modified for special operations and were headed out to find and destroy enemy trucks, cars, bicycles and water buffalo headed from north to south with strategic supplies for the enemy. The terrain we operated in was akin to the foothills of the Cascades north of Mt. Rainier. At night. Under flares.

We had been advised at our briefing of a line of thunderstorms running east and west that bisected the operational area. No problem since we were going to be working the southern half anyway.

As we crossed the Mekong heading east we made contact with the airborne controlling agency and were vectored south to search out targets. It felt good to put the roiling storms behind us with all that lightning visible for miles.

However, a short time into our flight we received an urgent call from the airborne controller telling us to head north to help out a ground installation that was under enemy attack. Right through that ugly line of thunderstorms. If I had been texting

back then, my response would have been, “OMG!!” But what the heck, this is what we were getting the big bucks for, right? We did a “180”, tightened down our seatbelts, secured everything in the cockpit and headed north. Hey, when somebody is in trouble, you just have to go help.

(It should be pointed out that although thunderstorms in the part of the world where this event took place are not as severe as those in the southwest and southeast U.S., this experience *should not* be taken as a suggestion by anyone that it is okay to fly into *any* thunderstorm on purpose. There are too many grave markers to prove it shouldn’t be done.)

As we entered the towering columns of clouds partially illuminated by the rapidly recurring lightning, things began to get bumpy. And bumpier. And....!! Yikes. With my regular Nav on leave, I had been paired for this flight with an older navigator who had once been pilot officer during

WWII and had more pilot time than any of us “youngsters.” He had been recalled before the Korean conflict and was now a navigator. It was a comfort to have him along. For example, until that night I had never utilized a “Thunderstorm Light” that many models of airplanes had in the cockpit in that era for negating the blinding flashes of lightning. In fact, I forgot we even had one until he turned it on. I appreciated his experience.

Things began to “intensify” as we proceeded into the jaws of this maelstrom. Sometimes we were mere passengers and other times we actually got to steer the machine. One thing I will always remember is how much the wings actually flexed. What was worrisome is I didn’t realize until that

moment that the wings actually did flex on this airplane. Moreover, this model airplane had been removed from combat a couple of years prior because it had a tendency to shed wings. (It was eventually reworked and, obviously, put back into service.)

Then St. Elmo made his appearance. The windshield started glowing and sparkling a pale blue all around the edges. Then the side windows started to dance in blue. It was an intensity that I had never before experienced despite many hours in the weather, including the Far North where St Elmo hung out quite a bit. I peeked out at the wings and saw huge blue bow waves formed on the tip tanks. These fan shaped apparitions stuck out at least five feet in

(Continued on page 5)

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WASHINGTON PILOTS ASSOCIATION



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FLYING, FUN, FOOD & CHARITY AT GENERAL AVIATION DAY

Hosted by Washington Pilots Association and Paine Field

The Washington Pilots Association and Paine Field will host the 15th annual General Aviation Day with the Taste of Mukilteo on Saturday, May 15th.

This event is for everyone, with lots of fun, food and activities for all ages. Admission is free.

What's new this year??

- More warbirds!** Flying Heritage Collection, Historic Flight Foundation Open House, Cascade Warbirds
- More music!** "The Tempos" with a swinging, big band sound
- More food!** Taste of Mukilteo, Kiwanis BBQ
- More for kids!** Kid's activity tent, Museum of Flight's Flying Gizmo Show, Young Eagles introductory flights

We're excited to announce that this year's event will occur in conjunction with the first Fly Day of the 2010 season for the Flying Heritage Collection. Aircraft from both the Flying Heritage Collection and Historic Flight Foundation will fly at noon. At 2:00 p.m. Historic Flight Foundation will open its doors to the public at its Restoration

Center located on the southwest corner of Paine Field.

On the day of the event, the same signs leading you to Flying Heritage Collection will lead you to General Aviation Day. The morning kicks off with a Firefighters' Fly Day 5k Run which starts from Future of Flight at 8:00 a.m., and the

Paine Field Firefighters follow up with a pancake breakfast at 9:00 am. The cost is a donation to benefit the Muscular Dystrophy Association. The ramp will open at 9:00 a.m., with free Young Eagles introductory flights for kids ages 8 – 17 (seats may be limited), aircraft displays and local vendors.

Come see the latest in general aviation aircraft as well as many of the airplanes owned and operated by local private pilots. Vintage aircraft and warbirds will be on display thanks to the participation of the Museum of Flight Restoration Center, the Flying Heritage Collection, Historic Flight Foundation and Cascade Warbirds. Among these will be WWII aircraft and many pre-war military and civilian aircraft. Along with these fascinating and historic aircraft, the Tye Triumph Club will display some of their classic sports cars, and some of Paine Field's fire engines will also be on hand for kids to get an up-close look. The Blackjack Squadron will participate with exciting formation flyovers.

Local non-profit organizations will have a place at General Aviation Day such as Civil Air Patrol, Snohomish County Department of Emergency Management, Embry-Riddle Aeronautical University, FAA Aviation and Space Education, the Ninety-Nines, Kiwanis, Museum of Flight, Mukilteo Lighthouse Festival, Museum of Flight Restoration Center, Boeing Bluebills, Christmas House, The Short Snorter Project, Medical Reserve Corps, US Power Squadron, Everett Community College Aviation Maintenance School, and more. They will all be on hand with information booths, sharing information about their work in the community.

The Airport's flight schools will also be on hand – Northway Aviation, and Regal Air.

The Taste of Mukilteo, as well as Kiwanis BBQ will open at 11:30 a.m., with great tastes, available from familiar venues in and around Mukilteo. All proceeds from the Taste of Mukilteo will go to the Mukilteo Chamber of Commerce Scholarship Fund.

The event will conclude at 3:30 p.m., with a Parade of Warbirds across the field to the Historic Flight Foundation Restoration Center, at which time the public is invited to make their way to the airport west side for the organization's Open House.

Take a flight, meet the pilots, see one-of-a-kind aircraft, talk with the flight schools, enjoy some great food, and watch the thrilling flying demonstrations – all this and more!

For more info, please call the event hotline at 425.353.2110 x5, visit www.wpafllys.org or contact Les Smith at 425-870-2287 or lesmithjr@gmail.com.

- General Aviation Day is sponsored by Paine Field Airport and the Washington Pilots Association.
- The Taste of Mukilteo is sponsored by the Mukilteo Chamber of Commerce.
- Young Eagles flights are donated by EAA members under the sponsorship of EAA Chapter 84, Snohomish

WASHINGTON PILOTS ASSOCIATION AND PAINE FIELD PRESENT

GENERAL AVIATION DAY

FLYING HERITAGE COLLECTION FLY DAY | HISTORIC FLIGHT FOUNDATION OPEN HOUSE

WWW.WPAFLYS.ORG

SATURDAY, MAY 15 | 9:00AM - 3:30PM | PAINE FIELD
 FEATURING TASTE OF MUKILTEO | FREE YOUNG EAGLES FLIGHTS (KIDS 8-17)
 CASCADE WARBIRDS | FIRE FIGHTERS FLY DAY 5K AND PANCAKE BREAKFAST
 MUSEUM OF FLIGHT RESTORATION CENTER | STATIC AIRCRAFT DISPLAY

FOLLOW THE SIGNS TO FLYING HERITAGE COLLECTION!

Out of the Blue Aviation is having its Annual Poker Run again on Saturday, May 15th

Pilots can depart from Arlington, or another airport and gather playing cards at any of six different airports (including the WPA booth at Paine Field's Aviation Day event) then bring them back to Out of the Blue for prizes, followed by a delicious BBQ dinner.

Please call 360-474-1060 to enter or visit OutOfTheBlueAviation.com for more information.





WPA Chapters Around the State

ANACORTES - The Anacortes chapter generally meets on the second Thursday of every third month (February, May, August and November) at 6:30 pm. Meetings are held in the Micro Aerodynamics hangar on the airport. **Contact Ken Davies, iffly4real@comcast.net, 360-675-7526.**

CLALLAM COUNTY - The Clallam County chapter meets on the third Thursday of the month at Rite Bros (FBO) at Port Angeles Fairchild International Airport (CLM). Meetings begin at 7:00 pm, and all are welcome. **For more info on the Clallam County chapter, contact Jerry Nichols, oldnick@olypen.com, 800-292-2978.**

COLVILLE VALLEY - For current meeting schedules, please contact **Dave Garringer, colvilleairport@yahoo.com, 509-684-1566.**

DEER PARK - Deer Park chapter meets at the Deer Park Airport (KDEW) Administration Building on the last Thursday of the month, except in February, November and December. The Administration building is located near the south end of the airport. A potluck dinner begins at 6:30 pm, with an aviation-related program beginning at 7:15, followed by a short business meeting. Guests are always welcome. **For more information about Deer Park chapter and its activities, please contact Roy Lakewood at 509-276-5733 or email rbl77@earthlink.net.**

GREEN RIVER - The Green River chapter meets for dessert and program at 7:00 pm on the third Friday of each month from October through June at the Auburn Station of the Valley Regional Fire Authority at 1101 D Street N.E. in Auburn. **For more information on the Green River chapter, email Perry Chinn at hawkfather1@msn.com**

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of each month, year round, at 10:00 am in Hangar 15 at Harvey Field. For more information on activities, please visit the WPA web site, click on the Harvey Field Chapter, and visit the Activities Calendar. **For more information contact Charles Hower at 425-367-8755.**

NORTH SOUND/BELLINGHAM - The North Sound chapter meets every second Thursday of the month (except during June, July and August), at 7:00 pm on the second floor of the old Port of Bellingham administration building, at Bellingham International Airport (BLI). **For more info on the North Sound chapter, contact Chip Laplante, kidcomet@comcast.net, 360-920-4181.**

OKANOGAN & FERRY COUNTY - The Okanogan & Ferry County chapter meets on the third Thursday of the month alternating between Omak and Tonasket. We go dark for the summer after a fly-in at the Twisp Airport on May 22. We start up again in September. **To confirm meeting details, contact Lee Orr at 509-486-**

4502 or Monica Oakes at 509-422-0678 (2monica8@gmail.com). Anyone in the Twisp area on Friday night is encouraged to come by the airport. Pilots gather every Friday night. Contact Bob Hoffman for more information - 509-997-8141.

OLYMPIA SOUTH SOUND - The Olympia Chapter meets on the 3rd Wednesday of each month at Pearson Air on the Olympia Airport at 7:00 pm. In addition, Pearson Air offers FREE ground school instruction for both new and licensed pilots every Tuesday evening at 6:00 pm. **Contact Reyna Meenk, President, meenk@hotmail.com or call 360-539-2005.**

PAINÉ FIELD - The Paine Field chapter meets the first Friday of most months for dinner and an aviation related program. **For detailed information on the monthly meeting and other chapter activities including group flyouts, maintenance seminars and special programs visit www.wpaflys.org/chapters/paine or send email to paine-president@wpaflys.org**

SHELTON-SANDERSON - Brandon Harnish, President, 360-432-2065

SOUTHWEST/VANCOUVER - The Southwest/Vancouver chapter has the following meetings scheduled for 2010: 4th Thursday in May and September at 7:00pm and Sunday Brunch on December 4. Meetings are held at the Dollars Corner Fire Station. **For more information, contact Bob Brown at 360-607-5060.**

SPOKANE - Meetings of the Spokane chapter are usually held on the third Wednesday of each month over dinner at Marie Callander's Restaurant, beginning at 6:00 pm. (Meeting details are subject to change - please call first to check). The chapter also conducts a monthly fly-out on the Saturday morning following the chapter meeting, weather permitting. **For more information, contact Tom Morris, tmorris@comcast.net, 509-924-5544.**

TRI-CITIES - The Tri-Cities Chapter meets at 6:30 pm at Bergstrom Aircraft FBO, Tri-Cities Airport (KPSC), Pasco on the fourth Thursday of each month. For information, contact **Marjy Leggett 509-547-5457 or email MarjyL@charter.net**

TWIN HARBORS - The Twin Harbors chapter meets the second Tuesday of the month at 6:00 pm in Ocean Shores, location TBD. **For meeting details and more info, contact Fred Winge at (360) 289-4189, email fwinge@techline.com.**

WENATCHEE - Mary Ann Fish, flyingfishwa@earthlink.net, 509-860-1973.

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the first Thursday of the month. **For meeting location and other details, contact Les Flue at 509-952-2376 or email les_f@lesflue.com**

New Beneficial Ordinance for Frontier Air Park

By Gregg Ortega, WPA Paine Chapter

The Snohomish County Council voted 4-0 on March 24, 2010 in favor of being preemptive in protecting Frontier Air Park, which has been in existence since the early '80's. During this time, surrounding land predominantly zoned as a rural cluster was being developed at an alarming rate.

I have served for six years as Vice President of the Frontier Air Park Homeowners Association and saw a problem looming for the private airport. I contacted my local Snohomish County councilman, John Koster, to work out a solution. After almost two years of work, an ordinance was written and approved by

Snohomish County Council.

The new ordinance states that any development permits, or building permits for land use, that are within 2,500 feet of the Air Park borders shall have additional information applied to their title. The text is to be recorded with the County Auditor concurrent with the permit issuance. Verbiage of the disclosure text is to read: "This real property is on or within 2,500 feet of an airpark; therefore, you may be subject to inconveniences or discomforts arising from aviation activities."

It is good to see government take a proactive stance. Those involved with Frontier Air Park and the aviation

community supporting us wish to thank John Koster for his facilitation and support of this change. I personally also want to call out that Mr. Koster is running for Congress in November and I, as a constituent who has had long term personal dealings with this and other aviation matters will support him wholeheartedly as he has supported us.

Note from Les Smith, WPA Paine Chapter President: This year, the focus for WPA is on land use issues. We need to celebrate victories large and small. This story proves that individuals with the patience to learn and to work the system can bring about change that is beneficial to aviation. Congratulations to Gregg Ortega for this victory!

Ranger Creek Work Party

By Al Banholzer, WPA Green River Chapter

Green River's annual work party and chili feed to open Ranger Creek Airstrip for the summer flying season is on Saturday, May 8th this year. Coffee and rolls will be available at 9:30 and we will start working at 10:00. Try to bring a push broom, rake, shovel, and a wheelbarrow if you have the room. It can be chilly in the morning up in the mountains, so layer your clothing, have a hat, and remember to bring work gloves.

"Ranger Creek International" Tower will be in operation on 122.9 by 9:00 for those flying in. Check with SEA FSS for Wx information, as we will try to give SEA a PIREP of the early morning conditions. For those driving out, take State Route 410 east out of Enumclaw and at the 30 mile point, look for the "Buck Creek" sign on the right side of the road. Turn right and go over the concrete bridge and continue about three city blocks and turn left at the first turn you can make. Then immediately turn left again onto the small dirt road that goes to the airstrip. We will be midway down the airstrip on the east side by the windsock.

Ranger Creek Chili and soft drinks will be served around 12:00, so make sure to arrive before this time. Even if you cannot help with the work, come on out with the family, have some chili with us, and enjoy the beautiful area around the airstrip. Call Al at 425-228-6330 if you have questions.

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Course Correction for Depression

As the FAA clarifies the new rules around pilots' use of antidepressant medications, new research has been published on a major cause of depression. It appears that processed foods can cause up to 50% of depression.

It has become common knowledge that eating whole foods and exercising regularly promote fewer incidents of heart disease and diabetes in human beings. Now there is a large study that suggests that people who eat a whole foods diet also have significantly less depression and anxiety.

In *American Journal of Psychiatry*, investigators at the University of Melbourne in Australia, led by Dr. Felice Jacka, Ph.D., published significant research findings on the role of whole foods on depression and anxiety. This study with 1,046 people ages 20 to 93 years showed that those who regularly consume a so-called traditional diet (vegetables, fruits, beef, lamb, fish and whole grain foods) were more than 30% less likely to have major depression, dysthymia, and anxiety disorders compared with their counterparts who consumed a Western diet (processed meats, pizza, chips, hamburgers, white bread, sugar, flavored drinks, and beer). In addition, the Western diet was associated with a 50% increased likelihood of depression.

What is the traditional or whole diet that helps prevent mental illness, according to the study? It is a diet that includes the regular eating of

vegetables, fruit, whole grains, and high-quality meat and fish. The Western diet, on the other hand, is high in refined or processed foods and saturated fats. All of which may increase the risk of depression, the new research suggested. Dr. Jacka defines high-quality meat as red meat such as beef and lamb from pasture-raised animals as opposed to feedlot grown animals eating only a corn-based diet, commonly found in the United States. The naturally raised animals produce red meats higher in omega-3 fatty acids, which support general brain development and, more specifically learning and memory.

Tips for including more real or whole foods into your diet:

1. Start by adding real or whole foods rather than taking away your favorite treats.
2. Read labels and notice if you can pronounce all the words and have some idea what they mean. If you don't know what is in your hand, you are holding processed food. Can you replace it with something that has fewer ingredients? For example breads should have flour, yeast, water, sugar, salt. If the ingredients list includes more than that, the product most likely is synthetic, and therefore, it is not a healthy dietary choice.
3. Conduct your own experiments. "For one week, I will have a fruit or a veggie at every meal." Observe what happens. What fruit or veggie did you like? Which one did you not like? Did you try something different? Where did you get the fruit or veggie? How do you feel? What was hard about making and keeping the commitment?
4. Pick up Michael Pollan's books *Food Rules* and/or *In Defense of Food*. While lecturing across the country, I have met several men and women who have read Pollan's books and have implemented his suggestions. They report feeling great, eating food that they enjoy and losing 10% of their weight over the last year. Check his ideas out and see what you can make happen for you.



Kristen Allott, ND, L.Ac
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A Night Flight with Saint Elmo

(Continued from page 2)

front of the tanks. Then the armament under the wings began to glow with huge fan shaped arcs of blue leading them. Then the propellers began to produce thick blue corkscrews that trailed back over the wings and t into the darkness. Meanwhile we were being thrown around inside the cockpit with disturbing intensity.

The finale occurred when a string of softball sized globules of blue formed at the apex of the windshield and rolled down between our seats and into the bomb bay. This was mesmerizing to say the least. I actually tried to catch one but there was nothing there.

Two more "terrifying" thoughts entered my mind about then. One was the effect of what all that static electricity was having on the fuses in the armament we were

carrying. The other was how well we must be illuminated for those gunners on the ground. Just like a slow moving meteor.

After about twenty-five minutes we popped out into a clear, smooth, star illuminated black night. Phew. After a sigh of relief, we made a call to the controlling agency in that sector to tell them that we were there and ready for action. You will never believe what they said, but here it is anyway. They asked, "What are you guys doing up here?" That is the truth. They advised they had nobody in trouble, no targets, and that we may as well go home.

Uttering another "OMG," we turned and headed for home. You may ask why we just didn't land up there and wait out the storm. Good question, except the wait would probably be in a bamboo cage chained to a hardwood pallet eating rice once a day for several years. We decided on the thunderstorms.

St. Elmo soon joined us again as we reentered the storms. The show was just as spectacular but my arms were getting mighty tired. As we approached our airport, we were told that the weather was deteriorating badly and that we should "hurry." We hurried and were on the GCA (PAR) final approach to our steel plank runway with the airplane's hydraulically operated windshield wipers humming at super speed. When my nav said we were at tree top level and with no runway in sight, I added power and headed for our alternate about 90 miles west.

It was very early in the morning as we touched down, parked and made our way to the operations center. It had been about a four hour flight and I found the latrine facilities first before going to be debriefed. Now may the Chief Pilot in the Sky strike me down if this isn't a true story, but as I stood there, I looked up to see that someone had scrawled in large letters on the wall over the urinals the following: **WILBUR, CALL HOME, I HAVE A GREAT IDEA. ORVILLE.**

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Clallam County Pilot's Association & Experimental Aircraft Association #430 First Annual Aviation Swap Meet

- What: Aviation Parts and Equipment
- When: May 1, 2010 - 9:00 AM to 4:00 PM
- Where: Sequim Valley Airport, Hangar 10 (East end)
- Why: To buy, sell, swap or give away your extra or unused aviation stuff.

This is an excellent opportunity to sell some of the excess aviation parts and equipment that are cluttering up your hangar...or an opportunity to purchase that one of a kind aviation treasure.

Anything goes at this Garage/Hangar sale!!! We will have parts/pieces and even a few complete airplanes for sale.

Bring a table and chair or sell out of the back of your pickup or airplane. There are no seller or vendor fees. Just a bunch of pilots getting together to swap aviation appurtenances and stories. Bring your own lunch or walk into sunny Carlsborg (approximately 1 mile).

A Mustang Car Club show will also be on-site during the Swap Meet.

For more information, contact Dava at 360-460-7979 or Donna at 360-681-7427.

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Home Ph: _____ Work Ph: _____

E-mail: _____

Select from one of the WPA Chapters below. If unsure or geographically distant, please select "Member at Large."

<input type="checkbox"/> Anacortes	<input type="checkbox"/> Green River	<input type="checkbox"/> Okanogan & Ferry County	<input type="checkbox"/> Spokane
<input type="checkbox"/> Clallam County	<input type="checkbox"/> (Auburn/Renton)	<input type="checkbox"/> Olympia	<input type="checkbox"/> Twin Harbors (Hoquiam)
<input type="checkbox"/> Colville Valley	<input type="checkbox"/> Harvey Field (Snohomish)	<input type="checkbox"/> Paine Field (Everett)	<input type="checkbox"/> Wenatchee
<input type="checkbox"/> Deer Park	<input type="checkbox"/> North Sound	<input type="checkbox"/> Greater Seattle	<input type="checkbox"/> Yakima Valley
<input type="checkbox"/> Tri-Cities	<input type="checkbox"/> Shelton-Sanderson	<input type="checkbox"/> Southwest-Vancouver	<input type="checkbox"/> Member At Large

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General Aviation News (Optional) \$25.00**

TOTAL: \$ _____

(Make checks payable to Washington Pilots Association)

* Annual dues structure may vary slightly from Chapter to Chapter.
**General Aviation News and Flyer is available at a reduced price to WPA members.

◆ ◆ ◆

CALENDAR OF EVENTS

Date	Event	Airport	Location	Phone	Email
APRIL					
24	MoF - Hops & Props	BFI	Museum of Flight	206-764-5720	
24	EAA - Free Coffee & Donuts @ Airpark Control Tower	YKM	Yakima		
29	WPA - Deer Park Chapter Meeting	DEW	Deer Park		
MAY					
1	WPA - Flyers Club Breakfast	S50	Auburn		grcnewsletter@gmail.com
1	WPA & EAA Aviation Swap Meet	W28	Sequim Valley Airport	360-460-7979	
1	EAA - Free Coffee & Donuts @ Hanger 1411	ELN	Ellensburg	509-925-4531	mikesgoneflying@yahoo.com
1	EAA - Free Coffee & Donuts @ Airpark Control Tower	YKM	Yakima		
1	EAA - Pancake Breakfast	7S3	Twin Oaks, Or		
1	Fly-In Breakfast	50S	Parma, ID	208-722-6278	
1	WASAR General Membership Meeting	BFI	Seattle		AB7RK@aol.com
5 - 9	Mountain Canyon Flying Seminars		McCall, ID	208-634-1344	
6	WPA - Yakima Valley Chapter Meeting	YKM	Yakima		les@lesflue.com
6	MoF - Space Day	BFI	Museum of Flight	206-764-5720	
7	WPA - Paine Field Chapter Meeting - Engine Out @ 5,000	PAE	Paine Field	425-870-2287	lesmithjr@gmail.com
8	WPA - Ranger Creek Work Party and Chili Feed	21W	Ranger Creek	425-228-6330	aeberb@q.com
8	WPA - Harvey Field Chapter Meeting	S43	Snohomish	425-367-8755	charles.h.hower@boeing.com
8	EAA - Free Coffee & Donuts @ Hanger 1411	ELN	Ellensburg	509-925-4531	mikesgoneflying@yahoo.com
8	WPA - Yakima Poker Run	YKM	Yakima		les@lesflue.com
8	EAA - Free Coffee & Donuts @ Airpark Control Tower	YKM	Yakima		
11	WPA - Anacortes Chapter Meeting	74S	Anacortes		www@wncpa.com
13	WPA - North Sound Chapter Meeting	BLI	Bellingham	360-671-4359	kidkomet@comcast.net
15	WPA -General Aviation Day	PAE	Paine Field	425-870-2287	lesmithjr@gmail.com
15	Out of the Blue Aviation Annual Poker Run		Arlington	360-474-1060	cjm@outoftheblueaviation.com
15	WPA - Board Meeting	OLM	Olympia		
15	EAA - Free Coffee & Donuts @ Hanger 1411	ELN	Ellensburg	509-925-4531	mikesgoneflying@yahoo.com
15	EAA - Free Coffee & Donuts @ Airpark Control Tower	YKM	Yakima		
15	EAA - Learn to Fly Day & Swap Meet	S95	Martin Field	509-522-1847	
16 - 22	Aerobatic Training Camp	EPH	Ephrata		
19	WPA - Olympia South Sound Chapter Meeting	OLM	Olympia	360-539-2005	rmeen@hotmail.com
19	WPA - Spokane Chapter Meeting		Spokane		
20	WPA - Okanogan & Ferry County Chapter Meeting		Tonasket	509-486-4502	haywire@amerion.com
20	WPA - Clallam County Chapter Meeting	CLM	Port Angeles		
21	WPA - Green River Chapter Meeting	S50	Auburn		grcnewsletter@gmail.com
22	EAA - Free Coffee & Donuts @ Hanger 1411	ELN	Ellensburg	509-925-4531	mikesgoneflying@yahoo.com
22	EAA - Free Coffee & Donuts @ Airpark Control Tower	YKM	Yakima		
22	Fly-In Breakfast	W20	Moses Lake	509-762-5112	
22	EAA - Young Eagles	S40	Prosser		
22	Early War Fighter Day	PAE	Everett		
22	WPA - Lower Granite State Airport Work Party		Lower Granite S	509-939-4459	tzmorris@comcast.net
26 - 31	EAA - B-17 Tour Stop	BFI	Seattle		
27	WPA - Tri-Cities Chapter Meeting	PSC	Bergstroms	509-547-4347	Marjyl@charter.net
27	WPA -Southwest Chapter Meeting		Vancouver	360-607-5060	
27	WPA - Deer Park Chapter Meeting	DEW	Deer Park		
29	EAA - Free Coffee & Donuts @ Hanger 1411	ELN	Ellensburg	509-925-4531	mikesgoneflying@yahoo.com
29	EAA - Free Coffee & Donuts @ Airpark Control Tower	YKM	Yakima		
JUNE					
3	WPA - Yakima Valley Chapter Meeting	YKM	Yakima		les@lesflue.com
4	WPA - Paine Field Chapter Meeting - Flying to Baja	PAE	Paine Field	425-870-2287	lesmithjr@gmail.com
5	WPA - Flyers Club Breakfast	S50	Auburn		grcnewsletter@gmail.com
5	EAA - Free Coffee & Donuts @ Hanger 1411	ELN	Ellensburg	509-925-4531	mikesgoneflying@yahoo.com
5	WPA - WINGS Program - Densisty Altitude Aircraft Operations	YKM	Yakima		les@lesflue.com
5	EAA - Free Coffee & Donuts @ Airpark Control Tower	YKM	Yakima		
5	EAA - Pancake Breakfast	7S3	Twin Oaks, Or		
5	WPA - Skykomish Work Party and BBQ	PAE	Skykomish	425-870-2287	lesmithjr@gmail.com
5	Celebration of Flight	EUL	Caldwell, ID		
5	Mustang Day	PAE	Everett		
10	WPA - North Sound Chapter Meeting	BLI	Bellingham	360-671-4359	kidkomet@comcast.net
12	WPA - Harvey Field Chapter Meeting	S43	Snohomish	425-367-8755	charles.h.hower@boeing.com
12	WPA - Anacortes Fly-In	74S	Anacortes		info@anacortesflyin.com
12	EAA - Free Coffee & Donuts @ Hanger 1411	ELN	Ellensburg	509-925-4531	mikesgoneflying@yahoo.com
12	EAA - Free Coffee & Donuts @ Airpark Control Tower	YKM	Yakima		
16	WPA - Olympia South Sound Chapter Meeting	OLM	Olympia	360-539-2005	rmeen@hotmail.com
16	WPA - Spokane Chapter Meeting		Spokane		
16 - 19	Mountain Canyon Flying Seminars		McCall, ID	208-634-1344	
17	WPA - Okanogan & Ferry County Chapter Meeting		Tonasket	509-486-4502	haywire@amerion.com
17	WPA - Clallam County Chapter Meeting	CLM	Port Angeles		
17 - 18	Prosser Fly-In	S40	Prosser		
18	WPA - Green River Chapter Meeting	S50	Auburn		grcnewsletter@gmail.com
18 - 19	25th Anniversary Apple Cup Aerobatic Competition	EPH	Ephrata		
19	Desert Aire Annual Fly-In	M94	Desert Aire	509-932-5642	
19	EAA - Free Coffee & Donuts @ Hanger 1411	ELN	Ellensburg	509-925-4531	mikesgoneflying@yahoo.com
19	EAA - Free Coffee & Donuts @ Airpark Control Tower	YKM	Yakima		
19	Eastern Front Day	PAE	Everett		
19 - 20	Olympic Air Show	OLM	Olympia	360-705-3925	info@olympicflightmuseum.com
21 - 25	Mountain Canyon Flying Seminars		McCall, ID	208-634-1344	
24	WPA - Deer Park Chapter Meeting	DEW	Deer Park		
24	WPA - Tri-Cities Chapter Meeting	PSC	Bergstroms	509-547-4347	Marjyl@charter.net
26	EAA - Free Coffee & Donuts @ Airpark Control Tower	YKM	Yakima		
26	EAA - Free Coffee & Donuts @ Hanger 1411	ELN	Ellensburg	509-925-4531	mikesgoneflying@yahoo.com
26	IAA Poker Run & Annual Meeting	MYL	McCall, ID	208-321-1323	