



# Wings

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Serving Washington Pilots Since 1960

APRIL - MAY 2016

## President's Message...



Jim Posner,  
WPA President

I am honored to be your president and look forward to an exciting year in general aviation and helping the WPA be all it can be!

Much is going on. In August, the AOPA will hold their regional fly-in at the Bremerton airport, expected to attract attendees from all over the northwest and Canada. I hope that you all are planning to be there on August 20th! Congress is deliberating over the Pilots Bill of Rights 2. If a reasonable version of the proposed medical reform is enacted and signed, and the FAA doesn't derail it, we should see a level of growth in GA activity such as we have not seen in decades. The AOPA Rusty Pilot program is poised to help get inactive pilots who will then be able to fly solo again back in the air safely. Truly a win-win situation! Fuel prices are much more reasonable now, making it more attractive to make that lunch flight which is so much fun. A great new "airport restaurant" directory is available on-line, compiled by Warren Hendrickson (on his own time, no less!). Our WSDOT Aviation Division works closely with us to protect our infrastructure.

Elsewhere in this edition of WINGS, there is a summary of the annual WPA leadership retreat that was held over the March 19th-20th weekend. With nearly 30 of the WPA's senior leaders there, we covered a lot of territory and started to shape initiatives and priorities for 2016 and beyond. Our impressive advocacy track record in conjunction with the newly formed Washington State Aviation Alliance will continue to grow, directly benefiting all of our members.

We will be asking you to help recruit new members so that our strength to get the attention of local and state government officials increases. To that end, we are developing tools for you to use when asking other pilots to join our ranks, making it easy, comfortable and persuasive to describe why you are a member and what's in it for them.

We are going to start a specific effort to develop more tangible benefits for our members. Securing additional merchant, restaurant and fuel discounts, for instance, as well as prizes for competitions, are all on the table. Suggestions welcome!

We are developing a "Passport" program to encourage everyone to visit all of the airports in Washington. Awesome prizes are being procured. Stay tuned!

Another initiative is thinking of ways that we can work with the FATPNW group who hang out on the Flights Above The Pacific NorthWest Facebook page. If you haven't

(Continued on page 8)

## Small Airports get a Boost in Washington State Funding

By Dave Lucke

Hidden within Washington states massive 2015 transportation funding package is a provision to help communities around the state maintain and upgrade their airports.

The money comes from an 11-cent tax on aviation fuel, aircraft registration fees and an excise tax on aircraft.

The state's aeronautics fund previously received 10 percent of the excise tax. Thanks to the efforts of Tom Dent, AWB and WSDOT / Aviation, the Legislature's 2015 funding package allows all of that tax to go into the aeronautics fund, said Eric Johnson, the state's construction and grants program manager.

Local airports and runways are considered a vital part of the public infrastructure in Washington. Last summer's wildfires showed the need for airport access in many areas, Johnson said.

Airports also are needed for medical evacuations, business development, local economies, tourism and recreation.

In Spokane, Felts Field will receive

\$250,000 toward its \$4.9 million effort to rehabilitate taxiways.

A runway rehabilitation at Ferry County's Merritt Field is in the design phase. The state will contribute \$50,000 to that.

Anderson Field in Brewster is in line for \$6,400 to purchase a new beacon, wind cone and segmented circle.

Sand Canyon Airport in Chewelah needs an extension of a taxiway. That project is in the design phase. The state is contributing \$10,500 to the design.

The Port of Whitman Business Air Center at Colfax is working on a \$1.8 million reconstruction of the runway. The state is contributing \$104,000 to that project.

Davenport Municipal Airport is relocating and rehabilitating a runway. The project is in its initial phase of environmental assessment. The state is contributing \$13,000 to the \$250,000 cost of the work.

In Ephrata, airfield pavement maintenance is getting \$16,500 in state funds on a \$300,000 project.

Ione Municipal Airport is getting \$13,000 toward a \$230,000 project to build a turnaround on its runway.

Odessa Municipal Airport is looking at alternatives for its runways and is analyzing the job. That drew a \$9,300 grant for a \$167,000 job.

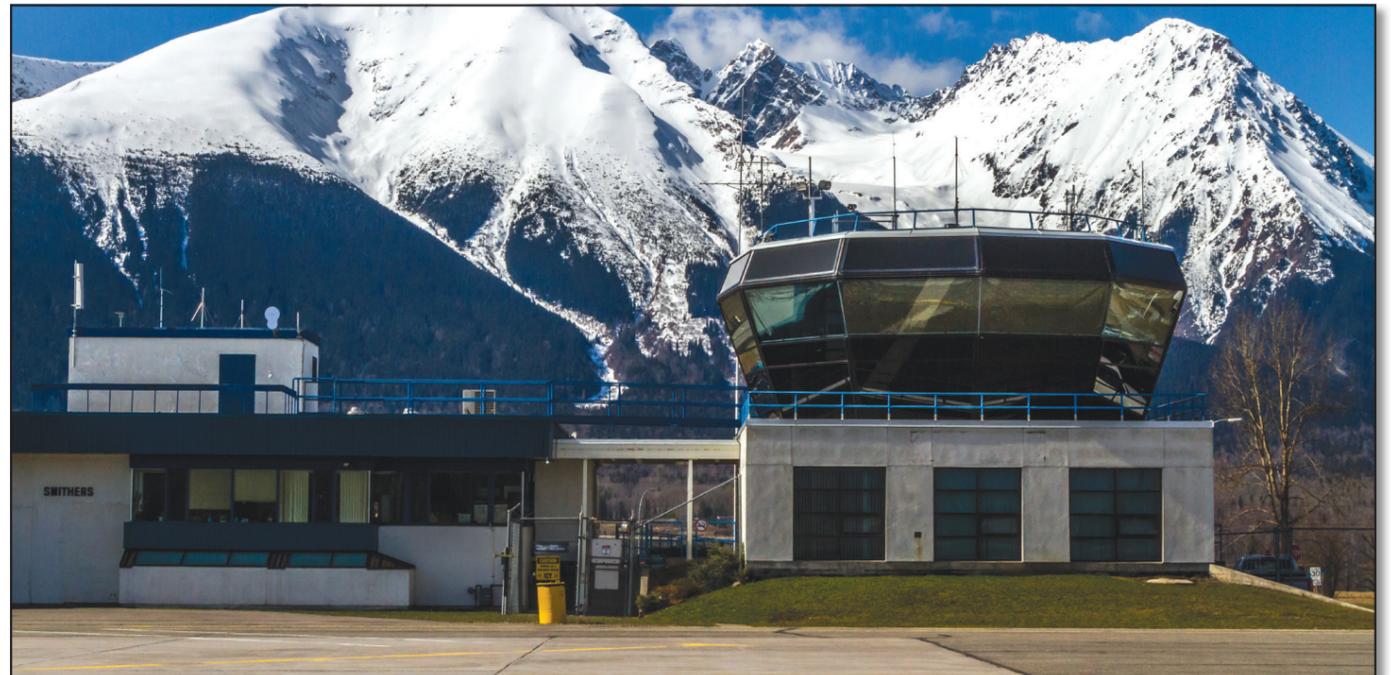
Pullman-Moscow Regional Airport received \$250,000 for a \$16 million job for the first phase to realign the runway.

Pru Field in Ritzville is getting \$50,000 for a \$878,000 job to rehabilitate its runway.

Wilbur Municipal Airport is in line for \$22,200 as part of a \$418,000 job to maintain pavement.

As pilots we can thank Washington representative Tom Dent from Moses Lake, the Association of Washington Business and Washington State Dept. of Transportation, Aviation Division for their dedicated effort to get this legislation signed into law.

Submitted by Dave Lucke from information gleaned from the Spokesman-Review.



Hudson's Bay Mtn. behind FSS Smithers. WPA member Maureen Griggs' flying trip to Alaska. (First of an eight-part series see page 8). Peggy Gordon photo.

## Wings Legislative Report March 2016

By Blake McKinley, Jr.

### 2016-03 Government Affairs Director Report Chelan Board Retreat

#### 2015 Legislative Season:

The end of the 2015 Legislative season was fantastic for Washington State airports! We were part of a multi-group effort that joined forces to push legislation that would reallocate 100% of the aircraft excise tax, instead of 10%, we pay from the general fund

to WSDOT-Aviation. The monies redirected would then be leveraged to benefit our state's aviation infrastructure.

The voting members of this effort, known as the Washington State Aviation Alliance (WSAA), include the WPA, Washington Airport Management Association, Washington Public Ports Association, Washington Seaplane Pilots Association, Washington Aviation Association, Washington State Community Airport Association, the Recreational Aviation Foundation, and Pacific Northwest Business Aviation Association. Non-voting members include AOPA, NBAA, and GA News. The Association of Washington Business was also helpful in this effort.

Both the Senate and the House presented bills. The help of Rep. Tom Dent and Sen. Steve Hobbs was invaluable. The effort was approached from two aspects. The first was to reintroduce the legislation from 2014 and the second was, since this session was a budgeting session, to attach it to the Operating Budget. The first, if passed would make it a law; the

second would redirect it for the next two year budget cycle and would give us another two years to work toward it becoming a law. As of July 1st the Aircraft Excise Tax language was adopted into the Operating Budget. This was a huge win. Later that day the House passed SB6057 which made the redirection of the excise tax to WSDOT-Aviation law and not just a two-year Operating Budget band-aid. This bill was then signed by the governor. How significant is this? The appropriation to WSDOT-Aviation on a biennial basis will be \$637,000. The Aviation division can then leverage these funds 1:7 with federal dollars to begin to address infrastructure concerns. According to WSDOT-Aviation, state and local funding will be able to be leveraged to obtain significant federal funding:

\$639,270 (state funding) + \$128,705 (local funding) + \$9,306,000 (federal funding) = \$10,468,705.

We have had very good support from members during this effort in contacting their legislators and writing letters.

(Continued on page 4)

Washington Pilots Association  
PMB 397, 227 Bellevue Way NE  
Bellevue, WA 98004-9721

### Pangborn Memorial

One Pangborn Drive East Wenatchee, WA 98802-9233



The Pangborn Memorial Airport is a public use airport located in Douglas County, Washington. It is located four nautical miles (7 km) east of the central business district of East Wenatchee. The airport is owned by the Ports of Chelan and Douglas Counties.

NOTE: Data on this page comes from the WA Airport Information System Database (AIS).

#### AIRPORT CHARACTERISTICS

Location	Service Classification	Approach
Legislative Dist: 12	Federal: Commercial Service Airport - Primary	Airport Elevation: 1,249
Associated City: Wenatchee	State: Commercial	Approach Category: C: 121 to < 141 knots
County: Douglas		
Organizational Structure	Runway(s)	Type of Airport
Ownership Type: Port	Number: 2	FAA: IIIC
Owner: Port of Chelan/Port of Douglas	Type(s): Asphalt, Asphalt	Description: Q-400

#### AIRPORT ACTIVITY

Activities	Based Aircraft	Cargo
	Based Transient	
Agricultural Spraying	<input type="checkbox"/>	Jet 14
Air Ambulance	<input checked="" type="checkbox"/>	Multi-Engine 10
Medical Transport	<input checked="" type="checkbox"/>	Single-Engine 84
Airplane Parts Manufacturing	<input checked="" type="checkbox"/>	Rotor Based 3
Aerial Surveying	<input checked="" type="checkbox"/>	Glider 15
Wildland Firefighting	<input checked="" type="checkbox"/>	Military 0
Skydiving/Parachute Drops	<input checked="" type="checkbox"/>	Ultralight 4
Aerial Tours	<input type="checkbox"/>	Seaplane 0
Civil Air Patrol	<input checked="" type="checkbox"/>	<b>Total 130</b>
Cargo Activity	<input checked="" type="checkbox"/>	Fixed Based Operators
Flight Training	<input checked="" type="checkbox"/>	AIS Last Updated: 12/28/2010
Commercial Carrier Activity	<input checked="" type="checkbox"/>	No. of FBOs 2
		Number of Cargo Carriers 5
		Total Cargo Volume (Tons) -
		Ground Transportation
		AIS Last Updated: 12/28/2010
		Bus Service <input type="checkbox"/>
		Taxi Service <input checked="" type="checkbox"/>
		Marine Service <input type="checkbox"/>
		Rail Service <input type="checkbox"/>
		Shuttle Service <input type="checkbox"/>
		Limo Town Car <input type="checkbox"/>
		Other Ground Transportation <input checked="" type="checkbox"/>

#### Comparison by State Classification

Airport	Classification	Low	High
Based Aircraft	130	-	471
Operations	46,382	-	313,954

#### Commercial Enplanements\*

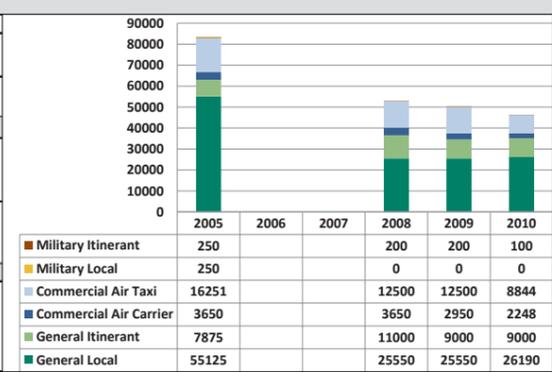
2010	46,837
2009	51,561
2008	48,275

\*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.

#### Fuel Service

80 LL	<input type="checkbox"/>
100 LL	<input checked="" type="checkbox"/>
MoGas	<input checked="" type="checkbox"/>
Jet A	<input checked="" type="checkbox"/>
Helicopter Fuel	<input type="checkbox"/>

#### Take Offs and Landings (Operations)



#### Airport Businesses and Visitors

Economic and Fiscal impacts calculated for each airport start with activity that can be directly associated with the airport, namely the businesses operating at the airport and the visitors traveling through the airport. For economic impacts, multiplier effects are estimated from this initial activity as portions of wages and business and visitor spending are re-spent within the local economy. Impacts of airport businesses are analyzed within the defined economic impact region, visitor spending is analyzed statewide, since once visitors land they may spend their dollars throughout the state. For fiscal impacts, taxes paid to various types of jurisdictions from this business and visitor activity are estimated.



NOTE: All impacts are shown in 2010 dollars.

#### ECONOMIC IMPACTS

##### AIRPORT BUSINESSES

Counties in Impact Region:	Chelan_Douglas
Direct Jobs:	Estimated jobs on the airport footprint (excluding businesses that are not aviation-dependent).
Direct Labor Income:	Estimated income paid to the Direct Jobs located on the airport footprint.
Direct Output:	Estimated value of original business activity that remains in the economic impact region (some business activity will be exported outside of the region).
Indirect/Induced Impacts:	Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts:	The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

##### Estimated Regional Impact from Airport Businesses

Estimated Economic Impact	Direct	Indirect/Induced	Total Impact
Jobs	90	65	155
Labor Income	\$ 3,900,000	\$ 2,300,000	\$ 6,200,000
Output	\$ 15,600,000	\$ 6,700,000	\$ 22,300,000

##### VISITOR SPENDING

Impact Region:	Washington State (once visitors land they may spend their money throughout the state).
Total Visitor Spending:	Estimated total annual spending by visitors traveling through this airport.
Direct Jobs:	Estimated jobs supported by the total estimated visitor expenditures.
Direct Labor Income:	Estimated income paid to the Direct Jobs supported by visitor expenditures.
Direct Output:	Estimated value of original visitor spending that remains in the state (some visitor spending dollars paid to businesses will be exported out of the state).
Indirect/Induced Impacts:	Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts:	The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

##### Estimated Regional Impacts from Visitor Spending

Total Estimated Visitor Spending:	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
\$ 9,179,700	81	48	129	94,000	0.14%
	\$ 2,500,000	\$ 2,300,000	\$ 4,800,000	\$ 3,311,700,000	0.14%
	\$ 8,000,000	\$ 7,000,000	\$ 15,000,000	\$ 10,160,600,000	0.15%

#### FISCAL IMPACTS

##### Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 800	\$ 49,000	\$ 89,000	\$ 249,000	\$ 387,800
Visitors	\$ 62,000	\$ 68,000	\$ 69,000	\$ 446,000	\$ 645,000
<b>Total</b>	<b>\$ 62,800</b>	<b>\$ 117,000</b>	<b>\$ 158,000</b>	<b>\$ 695,000</b>	<b>\$ 1,032,800</b>

NOTE: Tax estimates include Aircraft Excise Tax, Property Tax, Business & Occupation Tax, Sales Tax, Aviation Fuel Tax, State and Local Utility Taxes, Rental Car Tax, and Lodging Tax. Special Districts include Transit, Schools, Hospitals, Fire, EMS, Parks, Ports, Utilities, and others.



Printed: 3/22/2012

### From Les Smith, Past WPA President 2013-2015 Currently: Sr. Director, Pilot Community Development, Aircraft Owners and Pilots Association

Congratulations to WPA's new leadership - Jim, George, Tom (welcome back, Tom), Brandon and Donna! Thank you for stepping forward. With this organization's 56 year history you have become the latest stewards of a great tradition of service to General Aviation in Washington. There might be a state or two with larger membership, but WPA is a leader among state pilot organizations, with its well-considered balance of Advocacy, Outreach, Education and Social Activities. Substantial to its success and longevity is the chapter-centric organizational structure. With Chapter Presidents sitting on the Board, every WPA member is but one step away from organizational leadership. This collective presence is the backbone of WPA and is what positions the Association as a strong voice for aviation among all the aviation voices in the state, and is what makes it unique nation-wide.

My thanks as well to the continued leadership in John, Bud, Blake, Frank, Ken, Marian & Tom. Your valuable counsel and guidance provides continuity of purpose and direction, adding greatly to the credibility and gravitas of the Association.

Have a great meeting in March, and if there is any small thing I can do, please don't hesitate to ask.

Warm regards, Les

## Pangborn Memorial Airport

By Marian Heale

Pangborn Memorial Airport in Wenatchee is slated to get a face lift this summer with the addition of 1,300 feet to the existing 5,700 foot runway 12/30 creating a 7,000 runway capable of accommodating commercial jet aircraft.

In order to make possible the runway extension, public access to the airport has been rerouted and doubled to a four-lane highway which will easily be able to handle the increased airport traffic.

While preparing for commercial jet traffic, Pangborn will remain GA and light-commercial friendly with a 24-hour pilot lounge which includes computer access to weather information, tables and chairs, a comfortable couch, vending machine, restrooms and a kitchenette.

Pangborn has both a commercial terminal and a GA terminal so that those flying in during the day have easy access to rental cars, cabs and hotels. For those flying in at night, arrangements can be made from the pilot's lounge.

Randy Rantz of Rantz Air offers an interactive ground school and flying lessons in a C-152 or C-172. Flight training is offered

from recreational, private, commercial, to flight instructor. These airplanes can also be rented. Rantz Air also provides biannual flight reviews, high performance endorsements and tail wheel endorsements in the student pilot's own airplane.

Mike Montgomery of Alpine Aviation offers aircraft maintenance and management for most all GA aircraft. Fuel pumps are available on the field for 100 LL and by truck for Jet A.

Flying M Air provides helicopter services at Pangborn. Featured are the Wine Tasting Tours of the Wenatchee and Quincy areas. Flying M also offers air-taxi and charter flights, aerial photography or survey flights and agricultural services.

Horizon Air serves Pangborn with three commercial flights per day to Seattle. Also, the Forrest Service has a strong presence at the airport as well as FedEx feeder flights and Ameriflight.

A number of events are planned for this summer including a Fly-In June 11, and the Apple Blossom Festival the last weekend of April. Runway 12/30 will be closed July 17-25 for construction.



# EMERGENCY RUNWAY NOTAM

STUART ISLAND WA (STUART ISLAND EAST) [7WA5]:

March NOTAM #1 (Special) Runway 09 - 27 runway surface

## CLOSED BY OWNERS ASSN UNTIL FURTHER NOTICE

(Described as WET AND DANGEROUS. March 29)

Call 253-833-6777 for briefing and reservation to establish PPR.

## Washington Pilots Association

### Executive Committee & Officers

President: Jim Posner	415 990 0664
Past President: John Dobson	206 786 6081
VP West: George Sneed	206 619 8263
VP East: Tom Morris	509 939 4459
Treasurer: Bud Smilanich	360 427 6844
Secretary: Donna Childs	208 699 7394

### Directors:

Airports: Tom Jensen	360 825 6777
Membership: Brandon Freeman	253 861 1918
Safety & Education: Ken Davies	360 202 0836
Legislative: Blake McKinley	509 924 0070
Dir at Large: Frank E. Hummel	206 499 9384
Communications: Marian Heale	509 624 1092

WPA Website:  
<http://www.wpaflys.org>

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Please send articles via email to: [wings@wpaflys.org](mailto:wings@wpaflys.org)  
Send typewritten or handwritten articles to:  
PMB 397, 227 Bellevue Way NE  
Bellevue, WA 98004-9721

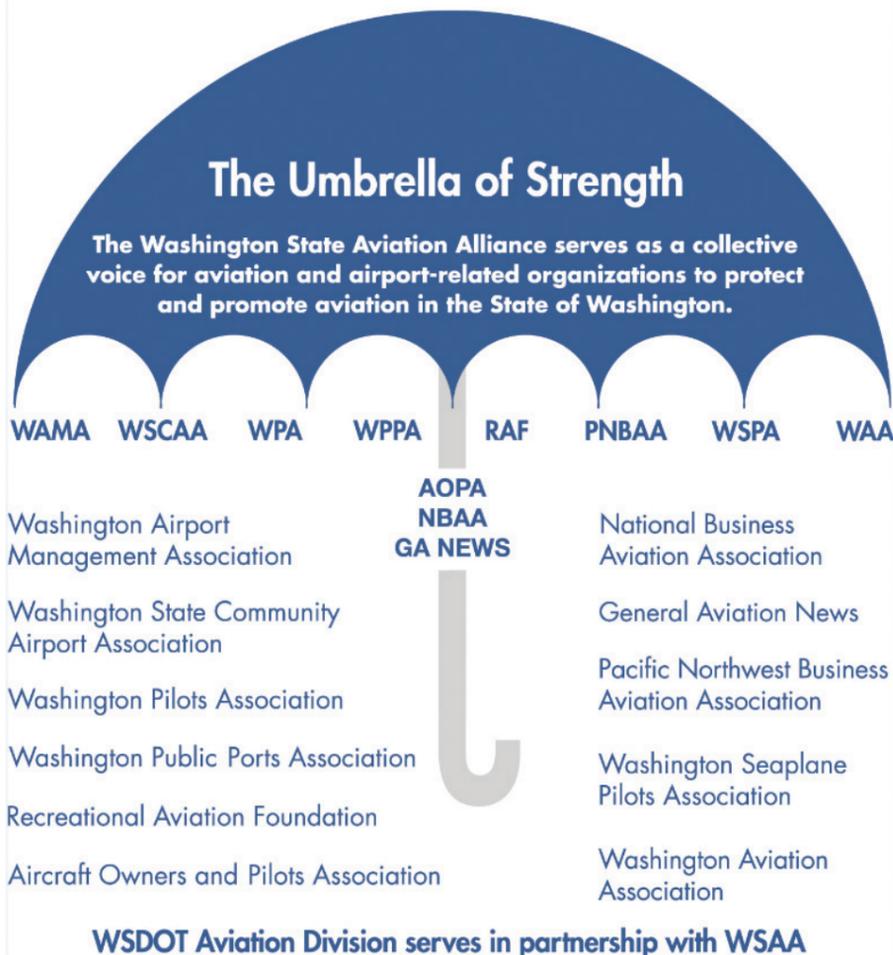
WPA WINGS is the bimonthly newspaper of the Washington Pilots Association (WPA), which represents the pilots of Washington State. Letters to the Editor are welcome. Letters must be signed by the author and a contact phone number provided.

The WPA reserves the right to edit all letters and to refuse inappropriate advertising. Opinions expressed in WPA Wings, including those in letters to the editor and advertisements, are the opinions of the writers and do not necessarily reflect those of the WPA.

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Be smart, and please fly safely.

## Washington State Aviation Alliance



## WSAA History

By Warren Hendrickson

The Washington State Aviation Alliance (WSAA, www.wsaa.aero) was over five years in the making. Here is a brief summary of how this organization was formed and what it has accomplished to date...

In February 2009, Washington Airport Management Association (WAMA) Secretary Ryan Zulauf attended the Washington Pilots Association (WPA) annual meeting at the Northwest Aviation Conference and Trade Show. He spoke to the attendees of the need for a "big tent" approach and the need to create a coalition of Washington state aviation interests. The point made was that aviation organizations need to communicate aviation needs with a single message. In the spring of 2009, PNBAA's Chuck Kegley PNBAA and Ryan Zulauf attended the annual Washington Public Ports Association (WPPA) conference and spoke to the WPPA Airports Committee about this same need. Support was very positive from the attendees at both meetings.

In early 2010, a "defensive" catalyst arrived in the form of HB 3176, a bill to increase the aircraft excise tax targeting corporate jets. This bill provided the needed motivation to gel the various aviation alphabet groups. During HB 3176 hearings in Olympia, a parade of individuals representing the various state aviation groups spoke individually in opposition to the bill. This group met following the day's hearings to discuss a collective strategy to defeat the bill. Via strong collaboration among all statewide general aviation groups and additional assistance from the Association of Washington Businesses (AWB), HB 3176 was defeated. It was clear that the unity of the general aviation community was critical in doing so.

To capture the resulting momentum, a post-HB 3176 meeting was held in the fall 2010 to formally solidify this "Aviation Coalition." A large number of presidents from the various statewide and national aviation organizations were represented. Regrettably, the effort did not get off the ground due to a misalignment of individual organizational goals and objectives.

In early 2014, an attempt was made to pass a bill that would redirect 100% of the state's aircraft excise tax to the state aeronautics account; existing law placed 90% of those revenues in the General Fund. The effort failed for several reasons: the bill was only introduced in the Senate, it was a short legislative session, and there was no champion for the proposal in the House.

Shortly thereafter, in April 2014, WSDOT Aviation completed an Airport Investment Study. That study established that Washington State's annual funding

needed was \$12 million annually for the 20-year study period to adequately support the infrastructure of the state's 135 public use airports. The actual funding available at that time was \$1.4 million annually. A series of legislative solutions would be required to supply the needed aeronautics funding. Given recent legislative history, it became obvious that a strong collaborative effort would be required. The concept of an aviation coalition was revisited.

In August 2014, a Steering Committee was formed with five members representing WAMA, the Washington State Community Airport Association (WSCAA), WPA, AOPA, and WSDOT Aviation. Coalitions in nine other states were studied, from eleven different aspects, over the course of six lengthy formative meetings. In December 2014, the organization was formally created as a 501(c)(6) non-profit corporation. Organizational details were attended to and a relationship with the existing Washington State Legislature Aviation Caucus was established.

The desired "offensive" catalyst arrived in early 2015 in the form of HB 1526/SB 5324, revisiting the failed attempt of the year before. This bill would place 100% of the aircraft excise tax in the state aeronautics account. Members of the Alliance testified en masse before several legislative committees in a thoroughly coordinated manner, providing needed identification of the new organization. It also established that it had done its homework regarding the benefits to the state's airports and the net positive effect the bill would have on the state's General Fund due to the leveraging of federal dollars. The legislation passed.

The aftermath of the legislation was a story told in Olympia earlier this year: 29 projects at 24 airports were funded that otherwise would not have been funded, \$10.6 million of federal money was brought into the state that otherwise would have gone elsewhere, and current estimates show a net gain to the General Fund in excess of \$270,000. The WSAA kept the promises it made, giving the organization a highly desired level of "street credibility."

The basic lesson is that any one group, or any one individual alone, cannot be effective. It takes everyone pulling together with one voice and one message to effectively represent aviation interests in this state. Alone we are weak, together we are strong... The development of this Alliance is a historic moment and every member at the table should feel that they are continuously making history. The real challenge ahead will be what we do, collectively and collaboratively, with this strength.

## WPA Joins WSAA

By Tom Morris

The Washington Pilots Association Has Partnered with the Washington State Aviation Alliance (WSAA). The WPA accomplishes its advocacy mission independently and as a founding member of the Washington State Aviation Alliance.

This partnership and association has created a strong voice of Advocacy for your General Aviation interests. Where ever the need arises to protect and advocate for General Aviation, in either Olympia or Washington DC, we are there to watch and voice our opinions for our Aviation interests.

Recently, the WPA has been involved in helping get legislation passed that has:

1. In 2015 WPA assisted in passage of SB5988 & SB6057 which send 100% of the aircraft excise tax to the Aeronautics Account. Previously 10% was received, 90% ended up in the General Fund. This solution gained our airports \$637,000 (times the Federal Multiple equals \$10.6 million) for Washington Airports, and \$909,000 was returned to the State's general fund in the form of sales and B&O tax.

2. The WPA assisted in defeating a 2010 change that the House and Senate attempted to pass requiring a 1% Aircraft Excise Tax

to be collected annually. The average cost would have been between \$200-\$1000 every Year. Currently a single engine aircraft is around \$65 per year.

These are only two of a long list of legislation accomplishments. Many of these kinds of issues need to be watched and fought for. Please Help the WPA Help You!

The WPA respectfully asks for your support by either becoming a new member or renewing your membership, if a past member. For just \$40 a year your name on our WPA membership list will increase the weight of our voice in Olympia and Washington DC. These past accomplishments have proven what can be done when we come together as one voice. We still have a long way to go, but with your help our voice will make a difference. You personally do not have to be on the front line, but the weight of your name on the WPA membership list adds to its strength. Please go online to WWW.wpaflys.org and add your name to our membership list. If you enjoy flying, this is your chance to do your part in helping the future of General Aviation. Please join us in the continuous pursuit of Flight.

### ADVERTISE IN WPA WINGS!

Ad rates & info at <http://www.wpaflys.org/wings.html>

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# WPA Chapters Around the State

**Most Chapters keep updated information on the WPAFLY.org website. Click on the "Chapters" tab for more information.**

**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 Chapter President Karl Fischbach, TeamFischbach@gmail.net, 360-770-4260.**

**ARLINGTON** - The Arlington Chapter meets the first Wednesday of each month at the Buzz Inn Restaurant at 5200 172nd St NE in Arlington (at the south end of the Arlington Airport). A no host dinner is at 6pm and the meeting starts at 7pm. **For more information contact Michael Tally, 425-359-0133.**

**BREMERTON** - Check the website at WPAFLYS.org, click the "Chapters" tab and click on Bremerton for detailed information. **Contact Chapter President Jim Posner, 415-990-0664, jimposner@comcast.net for further information.**

**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@olympen.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 Darold Schultz at 509-999-5835.**

**GREEN RIVER** - The Green River Chapter meets on the 2nd Friday of February, April, June, August, October and December for dinner and an aviation program. **For meeting information and other chapter activities, including group fly-outs, WINGS programs and other special events please visit [http://www.wpaflys.org/Chapters/GreenRiver/EnRoute\\_Monthly\\_Editions/current.pdf](http://www.wpaflys.org/Chapters/GreenRiver/EnRoute_Monthly_Editions/current.pdf) or contact the Chapter President Shane Mahoney at [shane@skynetbb.com](mailto:shane@skynetbb.com), 360-802-2300.**

**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 Sandy Burn at 801-673-4380.**

**NORTH SOUND/BELLINGHAM** - The North Sound chapter meets every second Thursday of the month (except during June, July and August), at 7:00 pm at the *Whatcom Educational Credit Union WECU*® 600 Block of Holly St. in Bellingham. For more info on the North Sound chapter, contact **Robert Powell [robthpowell@gmail.com](mailto:robthpowell@gmail.com).**

**OKANOGAN & FERRY COUNTY** - The Okanogan and Ferry County WPA Chapter meets on the third Thursday of the month during late fall/winter to spring. Meeting locations alternate between Koala's in Omak and Whistler's in Tonasket. Meeting times and locations during good flying weather vary. **For information regarding a specific meeting date/location, contact Lee Orr at 509-486-4502 or Bob Hoffman at 509-997-8141.**

**PAINE 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.painechapterwpa.org](http://www.painechapterwpa.org) or send email to [paine-president@wpaflys.org](mailto:paine-president@wpaflys.org)**

**SHELTON-SANDERSON** - The Shelton-Sanderson chapter meets 10am Saturdays at Sanderson Pilot's Center.

**SOUTHWEST/VANCOUVER** - **For meeting information contact Bob Brown at 360-607-5060.**

**SPOKANE** - Meetings are usually held on the third Wednesday of each month at the Mirabeau Park Hotel beginning at 6:00 PM. Meeting program information can be found at [WPASpokane.org](http://WPASpokane.org). **For more information contact Chapter President Donna Childs at [Cloud\\_Jockey@msn.com](mailto:Cloud_Jockey@msn.com), 208 699 7394.**

**TRI-CITIES** - The Tri-Cities Chapter meets at 6:30 pm at Bergstrom Aircraft FBO, Tri-Cities Airport (KPSC), Pasco on the fourth Wednesday of each month. **For information contact Chapter President Mike White, [mikewhite@charter.net](mailto:mikewhite@charter.net), 509-586-9785.**

**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, [fwinge@techline.com](mailto:fwinge@techline.com), 360-289-4186.**

**WENATCHEE** - **Don Flick, [donaalflick@nwi.net](mailto:donaalflick@nwi.net), 509-885-6105**

**YAKIMA VALLEY** - The Yakima Valley chapter meets every Saturday morning at 8:30 at Yakima Airport. **For chapter information, contact Les Flue at [les@lesflue.com](mailto:les@lesflue.com).**

## Legislative Report (Continued from page 1)

### 2016 Legislative Season:

For this legislative season, Tristan Atkins at WSDOT-Aviation asked that we consider supporting a bill (HB2413) that would streamline their collection process for late or delinquent registration and at the same time reduce the penalty structure imposed on delinquent aircraft owners. This bill has passed the House and Senate and awaits the Governor's signature.

Beyond the state, Contract Weather Observers (CWO) is an area that the FAA is attempting to eliminate and shift to ATC in an effort to cut costs. The problem with this move is that while the CWO staff can actually go outside to observe the weather, ATC must remain at their station. This presents a problem that ultimately can curtail commercial services. Late last fall representatives from Spokane International Airport, Spokane Airports Tenants Association, and others met with the FAA for nine hour meeting. In the end, it appears that the FAA was beat back in Spokane.

On a national level, ATC privatization is dead and the PBOR2 seems to still be progressing. Even though ATC privatization is currently dead, it repeatedly gets reintroduced by some in Congress, typically those intimately aligned with the airlines. They typically suggest major changes, including privatization of our air traffic control system. Not only would this likely mean the adoption of user fees, which would be hugely detrimental to the individuals, businesses, farms and communities that rely on general aviation, but it would threaten access to small and mid-sized airports and communities around the nation because the current funding of the air transportation system could not be logically replaced; to do so would truly make general aviation accessible to only the wealthy. In reality the system is already funded with user fees through taxes.

The United States aviation system exists for the benefit of the general public, not just the pilots, consequently it is appropriate that all pay a little for what all of us benefit from. Every country that has instituted user fees has gutted general aviation. Keep alert for talk on the national level for privatization of the aviation system or implementation of user fees. Neither will benefit aviation in general or the general public.

User Fees/ATC Privatization, both are one-in-the-same. In every single country that has gone to this system general aviation has been adversely impacted. This is a move primarily driven by the airlines. It is important to remember that we each pay to use the system whenever we fly through the collection of fuel taxes and other aviation related taxes. More importantly, the aviation system exists to benefit the entire population of the United States, aviators and non-aviators through the movement of goods and commerce. Consequently, it is appropriate that every citizen have some skin in the game through the tax system. Thanks to Tom Jensen for keeping a dialogue open with Sen. Murray's office.

The other item, the Pilots Bill of Rights (PBOR) contains a number of items that are inherently good because it would grant pilots a better position with the FAA should an issue develop. Contained in the PBOR is third class medical reform. Basically, the third class medical reform would grant private pilots flight privileges without having to obtain a third class medical certificate from an AME. This would require that pilots self-assess their readiness to fly, not unlike pilots are required to do now. However, under the third class medical reform, a pilot would not have the same privileges as a pilot with a third class medical. For instance, in the PBOR introduced last year the limitations included VFR only and

an altitude limitation of 14,000 MSL. In the PBOR-2 the altitude limitation was increased to 18,000 MSL and allows IFR operations. Other limitations include operating aircraft with a gross takeoff weight of less than 6,000 pounds, no more than 5 passengers, and indicated air speed of less than 250 knots. The pilot must possess a valid driver's license. Flights are limited to domestic flights only (unless authorized by the country visiting).

The medical reform portion to the third class medical process would allow pilots who have held a third class medical (regular or special issuance) over the past ten years to fly without the requirement of obtaining another FAA medical exam. For those pilots with a medical certificate that lapsed over ten years ago, or for those who have never held a FAA medical certificate, they will be required to obtain a one-time medical certificate. After obtaining the medical certificate (regular or special issuance) no further FAA medical certification will be required. If certain medical factors exist such as certain cardiac, psychological, or neurological conditions then a one-time special issuance medical will be necessary.

In my opinion, the FAA simply has too much authority when it comes to medicine as it relates to aviation; it micromanages your life and mine. They are the police and judge, these roles need to separate. The PBOR-2 has the potential of balancing out some of the inequities that exist between the FAA and the general aviation pilot. As an aside, if I were to have any input into the medical reform aspect of the PBOR-2 it would be as follows:

It should benefit all pilots, not just GA pilots.

The changes to the Class III medical should not result in more FAR's.

While the Class III medical reform now includes aircraft with up to 6 seats, 6,000 pounds or less, and IFR limitations, it sets artificial operational limitations which should only be dictated by the operational limitations of the aircraft being flown.

Class II medical reform should be included and the interval should go from one year to two years.

Class I medical reform should also be included and the interval should go from 6 months to annually.

The AME reviewing the pilot should have the final say on that pilot's fitness for flight, not some AME bureaucrat in Oklahoma City.

In my opinion, these six items would have a chance of eliminating any backlash from the professional pilots and their associations as well as minimizing the pushback from the AME's.

### Beyond the 2016 Legislative Session:

In 2013 we nearly lost many of the towers participating in the Contract Tower program. As long as the FAA continues to attempt to manage costs by downsizing services instead of downsizing personnel we will need to remain vigilant on this matter. Listed below are the towers in our state that participate in this program and serve their respective communities.

Washington State Airports participating in the Contract Tower Program:  
 Bellingham  
 Felts Field\*  
 Olympia\*  
 Renton \*  
 Tacoma Narrows\*  
 Walla Walla

Yakima\*

\* tower facilities that were slated for closure in 2013

The FAA Contract Tower Program has provided cost-effective and essential air traffic safety services since 1982. Currently, 252 smaller airports in 46 states participate in the program. Together these 252 towers handle approximately 28 percent of all air traffic control tower (ATCT) aircraft operations in the U.S. but only account for about 14 percent of FAA's overall budget allotted to ATCT tower operations. More importantly, the safety and efficiency record of the FAA Contract Tower Program has been validated numerous times by the DOT Inspector General, as well as by FAA safety audits.

All federal contract controllers are FAA-certified air traffic controllers who meet the identical training and operating standards as FAA-employed controllers. The vast majority of federal contract controllers are former FAA controllers or veterans with prior military air traffic control experience. FAA controls and oversees all aspects of the Contract Tower Program, including operating procedures, staffing plans, certification and medical tests of contract controllers, security and facility evaluations. Moreover, federal contract towers operate together with FAA-staffed facilities throughout the country as part of a unified national air traffic control system.

As a result of this 34-year government/industry partnership, the FAA Contract Tower Program: (1) enhances aviation safety at smaller airports that otherwise would not have a tower; (2) provides significant cost savings to FAA and taxpayers; (3) helps small airports with retaining and developing commercial air service and general aviation; (4) promotes economic development and creates jobs in local communities; (5) connects smaller airports and communities with the national air transportation system, and (6) consistently receives high marks for customer service from aviation users and pilots. The bottom line is that, absent this highly successful partnership, many local communities and smaller airports would not receive the significant safety benefits of ATC services.

Recently, I have taken the opportunity to assemble a Government Affairs Committee. At this point, the committee members are John Dobson, Tom Jensen, Marjy Leggett, and Dave Lucke. The role of the committee is to multiply the effort of a single board member. What I have seen is that the amount of action occurring is often more than what one person can effectively do, additionally by having committee members strategically positioned around the state the WPA is simply better represented. I would like to add one more committee member, probably from the Bellingham area.

We have all seen poorly informed local officials make decisions that irreversibly impact aviation in our state. While we have done a pretty good job legislatively, more often than not we have found ourselves behind the power curve. Of course, over the last several years we have smartly leveraged our assets with other like-minded state organizations to the benefit of general aviation, and the businesses that serve GA, in our state. Additionally, while we focus on legislative efforts, it is far too easy to let local GA issues slip by unnoticed. We also see organizations like the AOPA, EAA, and others provide input on policy at both the federal level and, by coupling with organizations like ours and others, the state level. I am optimistic that the newly formed Government Affairs Committee will help our organization better represent the advocacy pillar of our organization for the benefit of the general aviation community.

## Meet Your New Board Members



Donna Childs  
State Secretary

I started flying in 2001 when I changed my major at Utah Valley University to Aviation Science. Flew almost 20 hours the first 2 weeks. Obtained my Private certificate with High Performance endorsement later that year. Was able to work at the Provo Municipal FBO for almost 2 years where I was able to fly, or be a passenger in, many different types of aircraft. After moving to Idaho in 2004, my flying slowed down considerably until recently. I plan to continue flying more in the near future as aviation is something I am very passionate about and truly love.

WPA has given me the opportunity to meet many wonderful people and keep me in the aviation loop. I look forward to continuing to serve as the Spokane Chapter president for 2016, Statewide Secretary for 2016, along with serving as an Angel Flight Wing Assistant/Mission Assistant and FAA Safety Team Representative. Donna flies out of Spokane (KSFF) and lives in Coeur d' Alene.



Tom Morris  
Vice President, East

Tom takes over for Darrold Schultz, lives on Lake Roosevelt and flies out of Spokane (KSFF) He writes:

I started flying in college at WSU and earned my Private Pilot certificate. I continued my training and obtained my commercial, instructor and instrument ratings. I worked as an instructor and Director of Operations for Yakima Executive Aircraft. Executive Aircraft purchased the first King Air 200 in the NW. I crewed it, and got to fly celebrities which included the band Heart, Ted Nugent, Bob Hope, Sammy Hagar, TKO and others. I was designated by the FAA as a Designated Pilot Examiner for private through initial flight instructor SEL. Later I earned a commercial rotorcraft-helicopter and CFI Helicopter. I was hired by Cascade Airways, then Republic Airlines, which was purchased by NW Airlines and ultimately retired under the Delta Airline insignia. The last ten years I flew international flights in both the B747 and Airbus 330.

Retired now with nearly 22,000 hours. I'm enjoying flying my 1975 C172 180hp low and slow, a far different world from the B727, B757, B747, and Airbus. Tom flies out of Spokane (KSFF) and lives in the Spokane Valley.



George Steed  
Vice President, West

George Steed is the newly-elected Vice President – West. He supports all of the chapters west of the Cascades. George flies out of Bremerton National Airport and lives in Silverdale. By way of background, he shares this:

I've always turned eyes to the sky but tried to get serious in the 70s. I started flying lessons and joined the EAA while building a Skybolt in an old schoolhouse in Wisconsin. A stint (24 years) in the Navy made me leave the unfinished Skybolt behind but gave me 1300 hours as an A-6 bombardier flying out of NAS Whidbey and 300+ traps on USS Coral Sea. Private lessons continued sporadically and I finally got my private certificate in 2005 with an instrument rating in 2007. While living in San Diego from 2010-2012 I got my A&P at Miramar College. In 2013 The Lovely Mrs. Steed and I bought N3706Q, a 1966 V35 Bonanza and have put over 700 hours on her flying all over ever since. We have lived

in Germany and Italy for 8 years and have seen the demise of general aviation in those countries due to regulation, breath-taking costs and crushing user fees.



Jim Posner  
President

I've been flying since 1966 – actually met my wife of 49 years on a blind date (I was the pilot, she wanted to ride in a GA aircraft). Primary training in Aeroncas and Citabrias. My first owned aircraft was a '54 Cessna 170B. Then flew a new '74 Bonanza V35B around the western states as the marketing manager for a company that bought my start-up. Progressed to a Turbo, Retractable Cessna 182, then to the '92 Turbo-Normalized F33A Bonanza you see in the background.

My professional life has always been in the telecommunications field, first in the Marketing Department for what was then Pacific Telephone, part of AT&T. I eventually became a partner in a national consulting firm. What a ride!

I've been on the Board of Directors of the WPA for about three years as Director at Large, then Vice President, West. We have an awesome group and I'm looking forward to helping make the WPA "all it can be"

and grow it to include as many of the active pilots in Washington as we can persuade to join. I fly out of Bremerton National (KPWT) and live in Poulsbo.

## Enroute By Jim Posner

Your board of directors and chapter representatives held our annual retreat this last weekend.

The retreat is a two-day event at which we cover progress to date, goals and objectives as well as priorities for this year. I will publish a synopsis of what was discussed as well as the formal minutes of the meetings as soon as I have them prepared. We have an awesome group of leaders all of whom participated actively and gave us the benefit of their thinking and wisdom.

The top priority (apart from our advocacy program) is clearly the need to grow our membership. There was much discussion around this topic. Stay tuned for descriptions of our strategies to get this accomplished and how you can help. The more members we have, the more clout we can bring to our advocacy efforts, ensuring more successes in protecting GA in our fair state. Plus, more members bring in more revenue to fund current and planned initiatives to make your membership even more valuable.

There was a lot of discussion about how to support our chapters, making it easy to have fun, provide educational value and attract new members. Ken Davies (our Safety and Education Director) gave us an update on his progress assembling a speaker's bureau so that chapters have an impressive group of potential presenters to choose from when they want to put on an event without having to go hunting for someone on their own.

Tristan, Rob and Paul from the WSDOT Aviation Division gave excellent presentations about what's going on around the state from their perspective. If anyone would like to have copies of their slides, we can arrange that. Just let me know.

Warren Hendrickson gave us an update from the AOPA's perspective. Lot's going on from a national viewpoint and Warren does an awesome job of summarizing the important points and the progress he and the AOPA are making.

### Initiatives Being Considered – Short and Long Term

Ever get stuck somewhere far from home because of a maintenance issue, unexpected weather preventing you (or making it unsafe) from getting back, or other issues that make flying unsafe or not prudent? We're looking

into a program that we are calling "Pan, Pan, Pan." As it is envisioned, you will be able to call a telephone number and issue a short message that will be broadcast to all members who choose to be a part of the program. You can describe your plight. Anyone who can and is willing to respond (i.e., come and pick you up) will know how to get in touch with you and arrange the transportation for you. If our efforts to team up with the FATPNW organization come together, their instance communications social media platform may make this program unneeded.

Publishing WINGS magazine in conjunction with General Aviation News, keeping our identity and the same look and feel of our current publication but making it less expensive to produce and getting it to more than just our members. It should help our recruiting results and could result in some additional advertising revenue for both them and us.

### Initiatives Underway

We will look for an individual who will work with the board to secure merchant discounts and other tangible membership benefits to help with our recruiting and retention efforts. If you have that skill and are willing to help, please let me know!

Working with the AOPA, spreading the word and mentoring chapters about the "Rusty Pilot" program to get pilots who have not been active recently back in the game. This will be particularly important when the medical reform legislation is enacted.

### General Comments

My main focus is a commitment to ensure the WPA is "all it can be" to make and keep General Aviation healthy, safe, fun and affordable without overburdening our volunteers. Your input and suggestions are most welcome. Your directors are in the process of forming teams to work their magic for us all, spread the workload and take advantage of the vast amount of aviation expertise among our membership. If you have any interest in participating and helping in any of their areas of their responsibility (Airports, Safety & Education, Legislative, Membership and Communications as well as our "special projects" director who works predominantly on one-off issues) please let me know and I'll put you in touch with him/her.



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# Airports Report

By Tom Jensen, Airport Affairs

I view an important part of my "job" is to work closely with WSDOT on their issues and initiatives which benefit GA and WPA. One item has been helping with the development of WSDOT's ACP (Airspace Coordination Plan); this plan establishes an interim airspace operating environment that may be activated if FAA systems are degraded in the days immediately after a disaster, before FEMA and the FAA get on their feet. WPA members who happen to have Ham radio experience could be valuable here, especially if you're involved with ARES. Please contact me if interested. This will be tested in the "Cascadia Rising" exercise in June.

Our relations with Paul Wolf and his boss (Tristan) are terrific and synergistic. This relationship really works both ways! Issues not already reported in WINGS include meeting at Tieton with USFS and others to improve the airstrip both for fire base support and recreational facilities, working with Paul on real estate issues at Easton, and attending the County Commissioners meeting to support Paul's introduction of the ALP (Airport Layout Plan) for Sullivan Lake airport. (Paul's work with the USFS will likely lead to floatplane docks and other camping improvements at 09S.)

Paul has scheduled work parties at the following state-managed airports: Bandera (May 21), Easton (TBD), Ranger Creek (May 7), Tieton (TBD), Lower Granite (May 15), Rogersberg (Pending BLM O.K.), Skyhomish (TBD), Stehekin (May 28), Sullivan Lake (June 11 and August 13.) Please come out and help. Meanwhile, Copalis, Kahlotas, Winthrop, Stehekin, and Woodland ALL need Adopt-an-Airport sponsors. Watch the WSDOT/AD site for updates and adoption info.

It's very important that WPA members take the time to comment on 2014-2017 Airport Layout Plans on the WSDOT Aviation website. Also please see Paul's State Managed Airports report for 2016.

I participated at WSAA's "Airport Awareness Day" with members Marjy Leggett, John Dobson and Warren Henderson in January in Olympia; this was an important opportunity to explain the importance of our airports to

legislators and staffers. (I personally support the WPA Legislative PAC fund and encourage others to do the same. Our efforts have made a difference!)

I have recently commented on the Vancouver airport airspace NPRMs. It is complicated. More recently, KBFI has advised local pilots that the "Vashon Departure is Not Authorized" and is not authorizing but have not yet provided clarification by way of charts or notice. Paul Speer, our VUO expert, had some great advice which I have passed on to a WPA BFI pilot and WASAR Chief Pilot Long Nguyen, who is working with the KBFI tower to develop improved procedures which will hopefully improve safety and reduce TCAS alerts. Member Steve Carkeek is working with Long and support this effort.

Stuart Island is already booking reservations for this year. Please contact me to make a reservation to establish PPR (Prior Permission Required) and get a briefing BEFORE just "dropping in" at 7WA5. This can be a safety issue and is wonderful for "good neighbor relations." I am planning a work party and can expect great support from WPA members who care about this "Jewel" and WPA membership perk.

After over three years (!) of concerted WPA member effort with NWS and help from Prof. Cliff Mass of the UW, it appears that the Stampede Pass ASOS (KSMP) has finally been restored to reliable operation. Stampede Pass is probably the most valuable of all of the National Weather Service first-order ASOS sites, very useful for pilots flying across the mountains. Be aware that the phone line is not reliable but you can always get reports from NOAA/ADC or a briefing from FSS, something which should be personally mandatory for pilots crossing the Cascades. WASAR has offered to place webcams at the site and we are working with NWS to identify property owners to proceed.

You might guess that Airport Affairs covers a lot of important ground where help would have leverage on success. Last month in Puyallup, establishing committees under the various "directors" was proposed and member Gary Green has volunteered.

# WPA Eastside Report

By: Tom Morris, WPA VP Eastside

There are currently six Eastside WPA Chapters, with the 7th working to reorganize and become more active. The six current Chapters are: Colville, Dave Garringer Pres.; Deer Park, Darold Schultz and Roy Lakewold co-Pres.; Okanogan, Dave Edwards, Pres.; Spokane, Donna Childs, Pres. and State Secretary; Tri-cities, Mike White, Pres.; Yakima, Les Flue, Dennis Klingele and Mike Bull, sharing leadership roles; and the seventh Chapter Wenatchee, is working to become active again, with Klaus Marx and Don Flick working through Chapters needs and interests.

Current paid members per chapter are: Colville-10; Deer Park-23; Okanogan-33; Spokane-60; Tri-Cities-16; Yakima-16; Wenatchee-5; Ellensburg-1

Membership is critical; we need to look toward all aspects to grow membership numbers. How many airplanes and hangar owners are on the field, yet not members? I would like to suggest a very nice informative flyer be produced with the highlights of our most important accomplishments. These could be placed on hangar doors with a sincere "please read" and consider supporting your WPA Aviation Alliances to provide input and protect your interests in Aviation. It needs to state their name on the list is very important to show the numbers behind WPA's legislative interests when needed.

I plan to visit each Chapter during one of the summer month's general meetings. I will be looking for input and ideas. My goal is to see a 15%-20% membership increase this year. We need to communicate better and find the little ways to accomplish our goals. There is a wide spectrum of possible WPA members ranging from Drone pilots to the Professional Pilot, we are in this together, encourage them to help stay on top of the ever changing dynamics of General Aviation.

I personally think we need to consider what our real goal as "WPA the Organization". I have watched the Spokane Chapter followed by most chapters that I have contacted; say that the meetings and activities are not well attended. Few are inspired to take on projects.

In summary, I see more importance in building membership numbers to support our cause in Olympia. I don't see the social gathering, which has been the glue to the chapters as being the reason to join the WPA as in the past. The WPA in my eyes has evolved into a very important voice to look out for the pilots' best interests. Membership numbers and names put far more leverage on our objectives, than monthly meetings or activities that only a few are willing to participate. In short, I think the WPA should market it's self as the pilots' Voice at the legislative level. Strength comes in numbers; action comes with the weight of the voice.

I'm looking forward to meeting everyone that can attend Chelan. I would like your thoughts, hear your ideas. Times are changing and we must adapt to stay on track. I have put together a rough draft of an informational flyer to be placed around airports. Please give me your impression of the Flyer's content and message.

# WPA Westside Report

By George Steed

Chapters in the West (Wet?) side fall into one of three categories: **Superstars**: Chapters with 100+ members, activities, flyouts, volunteers. Paine, Bremerton, and Green River are models here. **Active**: Chapters with 25-40 members. **Moribund**: Chapters with few or no reachable members, no activity. Oddly, the largest city in the state and the state capital fall into this category.

Having tried to poll the membership it seems that winter is a difficult time to take stock. While people have time, this is not the season for flying, or in many cases even thinking about it. The chapter membership can be found in the individual reports but is always in flux. Many officers report a percentage having reaffiliated but are having to encourage other members to remain in the fold.

When asked to join, the question is always some form of, "What's in it for me?" The successful chapters have answers: Scheduled activities, monthly meetings, Wings seminars, flyouts, airport days, holiday parties, and the like. Our hallowed, and arguably most important function, that of advocacy, doesn't get much traction.

We have lost much of the social aspect to FATPNW. This is not necessarily bad if we can in some way co-opt or use their success with younger pilots to get our word out.

To recruit and increase membership, we will have to demonstrate that we can provide tangible value. In some cases traditional events, but to reach a larger audience and move them in our direction we will have to innovate. "If you do what you've always done, you'll get what you've always got." Discounts on gas and merchandise have been suggested. Recognition in some form. A Passport program with rewards for flying activity. For the youth, social activities to their liking but also the opportunity to meet with the legends of the sport. For the wise elders, opportunities to pass on their experiences and hard won wisdom.

We compete with many other aviation organizations: EAA, Cascade Warbirds, Seaplane Assn, Quiet Birdmen, professional pilots' associations, etc. To thrive we will need to differentiate ourselves and show that we can offer compelling and sufficient reason to join.

I look forward to visiting each chapter this summer as often as possible. I hope to be able to offer help and support where needed and learn from success where it has been achieved.

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# Paine Field Aviation Day

## Save The Date - Saturday May 21st

Frank Hummel, PFAD Volunteer Coordinator

Paine Field Aviation Day will be held Saturday May 21st. This annual aviation event draws many from the local community and region. An intimate opportunity to enjoy a few hours or the entire day around aircraft, flying,

and many like minded and enthusiastic attendees.

If you might be interested volunteering in any capacity for part of the day, let me know at frankh909@gmail.com.

# Going to Yakima? Watch your NOTAMS

By Les Flue and Tom Jensen

The Yakima airport is an important destination for central Washington. WSDOT has been monitoring runway paving conditions to help the Feds and Yakima airport management plan for necessary paving maintenance, rehabilitation or reconstruction.

In short, the main runway (09-27) was recently repaved and is in great shape. Some taxiways need preventative maintenance, but 04/22, some taxiways and "landside

paving" need major rehab or reconstruction. (Gory details are available in a 165 page report at yakimaairport.com)

Starting on April 18 of this year there are fewer than seven upgrade phases which close various areas and could affect your operations, each lasting three or four weeks. The last phase completes September 7. (09/27 will be periodically closed between April 18 and August 6 for safety area work.)

# Safety and Education Report



By Ken Davies, Safety & Education Director

1. AFD's are changing their official name with the March 31 editions to become the new Chart Supplement U.S. All of the information provided in the publication will remain the same. The FAA updates the supplements every 56 days, making them a staple in pilots' flight bags; they also are searchable online and available as PDF downloads.

2. Working on a Safety & Education committee. George Futas and a few others have volunteered to help. We now have an Education banner across the top of the website. This area will get used more to provide education and safety information.

3. I have started formulating a Speaker's Bureau list with people who are willing to come speak at chapter meetings and events.

4. Drone registration is currently in full swing. The latest numbers indicate that more than 400,000 operators have registered their

drones, FAA announced March 11, noting that the number of registered drones in the United States has surpassed the number of aircraft in the U.S. registry, which is more than 320,000.

5. The FAA has announced a proposed rule that would make it easier, faster, and less expensive to get modern safety equipment into general aviation aircraft. The notice of proposed rulemaking would replace today's very strict design requirements with performance- and risk-based standards for aircraft certification under Part 23. According to the FAA, the NPRM adds new certification standards to address GA loss-of-control accidents and in-flight icing conditions. The proposal establishes performance- and risk-based divisions for airplanes with a maximum seating capacity of 19 or fewer passengers and a maximum gross takeoff weight of 19,000 pounds or less. The proposed rule was developed in response to the FAA Modernization and Reform Act of 2012 and the Small Airplane Revitalization Act of 2013, which set a December 2015 deadline for the FAA to streamline the certification process for safety advancements for small GA aircraft. The public will have 60 days from the date the NPRM appears in the Federal Register to file formal comments on the proposal.

6. New student pilot certificate rule where they are issued by the FAA becomes effective April 1st.



Welcome to Western Aviation's new facility at Felts Field in Spokane. The new building is just under an acre of covered and heated hangar, shop and office space. The new facility features "Pilots Place" retail store of pilots supplies and apparel, a large pilot lounge, a conference room available to rent, an avionics shop and complete aircraft maintenance facility. There is also hangar space available for rent. The FBO offers 24 hr self-serve Jet A and 100LL. Fuel is available by truck during normal business hours. Single point Jet A fueling is available. There are plans for an aviation museum in the west end of the building. Rental cars are available and the Skyway Café is right next door. Please see Western's ad in this newsletter.



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# Barrow Or Bust

By Maureen Griggs

APRIL 8TH 2015

In the fall of 2014, Barrow began calling my name; Much louder than it had been for the previous seven years. My plan-A dream flight was to accompany the Bravo 369 group to Fairbanks, serving as a much-needed chase plane for them, with a follow-up adventure of flying north to Barrow. Bravo 369 is the organization of Bellingham-based, T-6 Texan warbird pilots who were planning to follow the ALSIB (Alaska-Siberia) route of the Lend Lease Program to bring attention to this historical aviation event. (<http://bravo369.net/>) Unfortunately, their effort was delayed repeatedly, due to multiple far-reaching factors. Over the past seven years, Bravo 369 had slowly evolved into a historic event, garnering international attention! It seemed that the significant complications of Plan-A was going to quash my Barrow trip! (One complication was Putin! I'm quite sure he gave little thought to the effect his Crimea-grab would have on me!) If I was unwilling to diverge to a Plan-B, as much as I wanted to be a part of the Bravo story, my Barrow trip would have to be delayed yet again. So, divergence it was...

The first order of business was to find a fellow traveler. I found the perfect right-seater at a local Washington Pilots Association meeting. (Just one more reason to go to those WPA meetings!) A Canadian pilot, Peggy Gordon was agreeable to join me. I found out much later, that her husband was not at all enthusiastic about the venture. Despite that, like many households-of-two, where sketchy democracies are in play, he was outvoted, and, we became "The A-Team" (Think Alaska!). Her hobby, luckily, happens to be photography, so, I got a "two-fer" when she agreed to go! It was equally handy that she had the loan of a Spot to add a bit of safety to such a remote trip!

Adios Bravo Boys! Hello Just-Us Gals! Suddenly, there was much to do! With the search for a right seater ticked off, other chores were begun in earnest: multiple routes were explored, charts were ordered, emergency and routine supplies were expanded to meet 40 brrrrrrow needs, EAPIS procedures were honed, a satellite-phone rented, 7459N was given a well-baby check. Three months of doggedness met every foreseeable need. And, the un-foreseeable? Try as I might to see around that corner, well, it remained.... un-foreseeable!

The first-12-minute leg after our departure from Bellingham, culminated at the Shell Station for customs clearance in Abbotsford. I had decided against taking a weapon, so, those lovely Canadians gave us unarmed gringos a clearance by phone, and we were away in short order.

The second leg of the day to Smithers traversed the Homathko ice field north of Vancouver. Scooting just east of Mt Waddington, we admired the highest peak in BC, as we sniffed our oxygen at 12,500 feet, briefly feeling better to gain even another 1,000 feet, as we cleared the ice. Later, we were to learn the difference in a glacier, an ice field and an ice sheet. This site will refine those differences: [https://en.wikipedia.org/wiki/Ice\\_field](https://en.wikipedia.org/wiki/Ice_field) Details, details, details! It was high, massive, and cold! Simply put, it was our first major bit of very-up-close granite. The two weeks that followed, would be nothing-BUT-white-cloaked-granite scenery in almost every quadrant! Spectacular beauty became the norm! 7459N purred along. I was happy that she was happy, especially over this particular bit of British Columbia! The lowlands that followed the icefield were pock-marked with lakes, ponds, rivulets, marshes, puddles, streams, rivers, pools, channels, reaches, or any other moniker you wish to bestow on the freshwaters of Canada! Why would a mosquito want to live anywhere else?! North

of the lowlands, Smithers was our first fuel stop. The chatty-and-oh-so-happy-to-have-company fueler shared stories of Europeans arriving by Lear jets to hunt and fish, so bountiful is this area's wildlife! An example of that wildlife was encased in the lobby of the airport. Here is the story of Smithers' 1,012 pound Phantom Grizzly: <https://www.flickr.com/photos/bobkh/387625744>

The folks of Smithers are called Smithereens, and they live in a town that is mandated by city ordinance to appear "Alpine" in its architecture. They claim a chunk of beauty at the very eastern edge of the Pacific Coastal Range. That's especially true on a good-weather day, as it was on our stopover. The other days? Well, that's when you go looking for their portable, diesel, extreme cold, Herman Nelson pre-heaters! That fell into the "foreseeable" column, so I knew who had one (Dennis), and how to reach him (250-877-1084)! It was the winter flying version of "I know who you are, and I know where you live, plus, I know you have heat"!

The third leg that first day was from Smithers to Dease Lake via the charted VFR route. In the valleys along this route, the lakes took on shapes that sparked the imagination. Spotting a shape, we would then circle to capture the image on camera. It was good that we had Peggy's moving-map application as we willingly became distracted with the "leaping fox" lake and other assorted shapes as well. Additionally, the Spot kept track of us in a wilderness area with few distinctions. It was in the area of Bob Quinn Lake, along the VFR route, that we spotted the charted emergency strips fashioned from the existing highway. They are wide, long, and appear to be well tended. Just be sure to plan your engine-out in one of those three spots! Dease Lake was tucked in at the base of the surrounding hills, and is a challenge to see until you are close in. It was just us and the hills, until the fueler eventually returned from a walk. The pace of life there is subdued, to say the least. If you want peace and quiet, Dease Lake is the place for you!

On the fourth and final leg of the day, we departed Dease Lake, and, planned a flight direct to Atlin, and thence, direct to Whitehorse.

The forecast VFR weather in this vicinity began to look more like marginal VFR, and we were happy to arrive over Atlin. An "unforeseen" bit of weather, in the form of a low, to-the-ground, likely ice-filled cloudbank, blocked our direct-to Whitehorse flightpath. To the north, it was still VMC over the lower terrain of Atlin Lake, Little Atlin Lake, and Marsh lake, which circumvented the IMC conditions of the planned route directly ahead. This was fortunate, as Atlin was a very distant second choice to spend the next couple of days. It is known as the "Switzerland of the North", but the title just wasn't enticing enough for us! Atlin has a population of 400.....100 more souls than Dease Lake!.....more peace and quiet! We would have caused a sensation, just by arriving, I'm sure. Approaching Whitehorse, the tower had a difficult time spotting us at the NW end of Marsh lake, as we were so low, but it was quiet, and they had no one else to locate at the moment. We would be landing to the south on 14R, and were issued the usual caution for turbulence over the "gully". We were later to walk past the "Gully" on a trek to town, and it is no wonder turbulence is to be expected there! It's a veritable canyon with nothing short of wild winds always blowing from some direction! Fueling in that frigid gale was the final challenge of the day! It was a good end to a long day, as we taxied to a spot where we had a temporary spot in a hangar. After that, it would be pre-arranged plug-ins all the way. No overnight hangars were available: A mantra that would be heard all the way to Barrow!

## AVIATION ACTIVITY CALENDAR

Chapter Presidents, please verify time and location of meetings.  
Any changes contact DLucke@Comcast.net

### APRIL 2016

4/1/2016	Friday Harbor Fly Out	Friday Harbor
4/1/2016	Paine Chapter Meets	KPAE
4/2/2016	Shelton Chapter Meets	Sandersons Pilot Center
4/5/2016	Arlington Chapter Meets	Arlington Flight Services Flight School
4/6/2016	Arlington Chapter Meets	Buzz Inn Restaurant at 5200 172nd St NE in Arlington
4/7/2016	Museum of Flight Wells Fargo	First Thursday KBFI
4/8/2016	Green River Chapter Meets	Evergreen Sky Ranch (51WA)
4/8/2016	Friday Harbor Fly Out	Friday Harbor
4/9/2016	WAAAM Air and Auto Museum Open House K4S2 - Ken Jernstedt Airfield - Hood River	
4/9/2016	Shelton Chapter Meets	Sandersons Pilot Center
4/9/2016	Harvey Field Chapter Meets	Snohomish Flying Service
4/12/2016	Twin Harbors Chapter Meets	Ocean Shores, TBD
4/14/2016	North Sound Chapter Meets	Whatcom Educational Credit Union
4/15/2016	Friday Harbor Fly Out	Friday Harbor
4/16/2016	Olympia Chapter Meets	@ Pearson Air
4/16/2016	Shelton Chapter Meets	Sandersons Pilot Center
4/20/2016	Spokane Chapter Meets	Mirabeau Park Hotel, 1100 N Sullivan
4/21/2016	Clallam County Chapter Meets	@ Rite Bros. Aviation
4/21/2016	Yakima WPA/EAA 206 Meets	KYKM - Hangar 1 at the Yakima Air Park, off Ahtanum Blvd. on 21st Ave
4/22/2016	Astoria-Warrenton Crab, Seafood and Wine Festival	Astoria Airport
4/22/2016	Friday Harbor Fly Out	Friday Harbor
4/23/2016	Pendleton EAA219 Pancake Breakfast	Pendleton, OR KPDT
4/23/2016	Shelton Chapter Meets	Sandersons Pilot Center
4/23/2016	Support Troutdale Airport (KTTD) FATPNW Flyout to Support Troutdale Airport (KTTD)	
4/27/2016	Tri Cities Chapter Meets	Bergstroms (KPSC)
4/28/2016	Deer Park Chapter Meets	
4/29/2016	Friday Harbor Fly Out	Friday Harbor
4/30/2016	Shelton Chapter Meets	Sandersons Pilot Center
4/30/2016	2016 FATPNW Spring Fly IN	Copalis State Airport

### MAY 2016

5/4/2016	Arlington Chapter Meets	Buzz Inn Restaurant at 5200 172nd St NE in Arlington
5/5/2016	Arlington Chapter Meets	Arlington Flight Services Flight School
5/6/2016	Friday Harbor Fly Out	Friday Harbor
5/6/2016	Paine Chapter Meets	KPAE
5/7/2016	Boeing Field Open House	Kenmore Aero Services - KBFI
5/7/2016	Shelton Chapter Meets	Sandersons Pilot Center
5/10/2016	Twin Harbors Chapter Meets	Ocean Shores, TBD
5/12/2016	Anacortes Chapter Meeting	Micro Aerodynamics hangar on the airport.
5/12/2016	North Sound Chapter Meets	Whatcom Educational Credit Union
5/13/2016	Friday Harbor Fly Out	Friday Harbor
5/14/2016	WAAAM Air and Auto Museum Open House K4S2 - Ken Jernstedt Airfield - Hood River	
5/14/2016	Shelton Chapter Meets	Sandersons Pilot Center
5/14/2016	Harvey Field Chapter Meets	Snohomish Flying Service
5/16/2016	Olympia Chapter Meets	@ Pearson Air
5/16/2016	Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket	
5/18/2016	Spokane Chapter Meets	Mirabeau Park Hotel, 1100 N Sullivan
5/19/2016	Clallam County Chapter Meets	@ Rite Bros. Aviation
5/19/2016	Yakima WPA/EAA 206 Meets	KYKM - Hangar 1 at the Yakima Air Park, off Ahtanum Blvd. on 21st Ave
5/20/2016	Friday Harbor Fly Out	Friday Harbor
5/21/2016	Spokane Chapter Workparty - Lower Granite	Lower Granite 00W
5/21/2016	Paine Field Aviation Day	Paine Field
5/21/2016	Shelton Chapter Meets	Sandersons Pilot Center
5/25/2016	Tri Cities Chapter Meets	Bergstroms (KPSC)
5/27/2016	Friday Harbor Fly Out	Friday Harbor
5/28/2016	Pendleton EAA219 Pancake Breakfast	Pendleton, OR KPDT
5/28/2016	Shelton Chapter Meets	Sandersons Pilot Center
5/28/2016	Twisp BBQ and Okanagon and Ferry County WPA Meeting	Twisp Airport

SEE MORE AT WPAFLYS.ORG

POST YOUR EVENT TO THE CALENDAR!!

Have an event coming up?

Go to: <http://bit.do/wpacalendar> and post your event!

## President's Message (Continued from page 1)

checked it out, you owe it to yourself to do so. Over 3500 members who love to fly and share their experiences with others.

And so much more! Maintenance and avionics clinics, IFR and FAR refresher courses, flying to Canada tutorials, museum tours and so forth. Aren't you glad you're a member? Don't you think all Washington pilots should be?

We are all on the same team. Your input and suggestions are always welcome. Please speak up if you have any ideas to improve your chapter operation and/or create more events. Your chapter president works hard to make and keep you happy and feeling that you are getting a lot of real value out of being a member. Flying should be fun. Let's make sure that there are plenty of opportunities and no impediments to doing that!

Watch for issues of "Enroute" that I will be publishing frequently and sending out via email through your chapter presidents with updates on all of these initiatives and anything else that is newsworthy about what's happening in our association.

Fly often and fly safe!

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