Washington Pilots Association

Wings

Serving Washington Pilots Since 1960

APRIL - MAY 2017

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President's Message...

George Steed, WPA President

The spring flying season is upon us, and while not as dependable as July, it's a lot better than January! Don and June Fitzpatrick have put together a great compendium of all of the flying events in the state and it is a wealth of opportunity. Most weekends there are multiple events to travel to on both sides of the Cascades. Between the WPA, FATPNW, EAA, Cascade Warbirds, and other groups we have places to go and people to see.

That said, there are a few looming threats to the public's enjoyment and use of general aviation. Costs are always an issue but many organizations are offering scholarships to people eager to learn to fly. WPA chapters, The 99s, and others are seeking to ease the cost of lessons and rental during training. If you know of an aspiring pilot, ensure they research this kind of help in their area.

Many airports are under a slow quiet siege from developers and municipalities who don't recognize or understand the benefit of a working, healthy airport. Developments in noise zones, tower erections in approach or departure airspace, and land grabs of port or aircraft property lead to the shrinkage of facilities once part of the infrastructure used by all. Local vigilance is required and help is available to groups that feel threatened but aren't sure how to approach and oppose this kind of threat.

And once again, the basic structure of our Air Traffic Control is being questioned. The current administration is looking at privatizing ATC. While privatization alone may not be the end of the world, the user fees that accompany it, will. We have examples all over the globe to illustrate how user fees have destroyed general aviation and the utility, business, public safety, and enjoyment it provides. I would ask that you contact your senators Murray and Cantwell and your district representative and let them know how you feel about privatization of Air Traffic Control and that you are opposed to any structure of user fees beyond those that we already pay in fuel tax. Simply Google 'How do I contact my senator?' and a plethora of options will be provided. Phone, email, or write a letter, you'll feel better when you do. Our country was built by concerned, informed, committed citizens, and now is the time to be heard.

My annual is done, 06Q is fueled and mission ready, and I'm looking for places to fly. I'll see you out there.

Bad Things Continue to Happen...

By John Dobson, WPA Government Affairs Director

Everyone knows the Story of the Blaine Airport? The City had a developer knocking on the door promising the world. At the same time the FAA was offering $14 million to realign and lengthen the runway. The city voted NO to the FAA and closed the airport in 2009. The developer filed bankruptcy 90 days later. The city expedited building a road across the runway.

In 2013 we lost Vista Field. Again a developer is in the wings promising the world. As of this writing; no development!

If you think this can't happen to your airport . . . or you believe we everything is just fine with your airport . . . think again! Allow me to take you on a tour of our airports in jeopardy...

Blaine Municipal Airport - (4W6) Blaine, WA prior to closing in 2009.

Blaine Municipal Airport closed in January 2009 after the FAA's offer of $14 million to realign and extend the runway was rejected.

VACOUVER / Pearson Field / (KVUO) If this airport survives the next ten years it will be a miracle. First of all the National Parks Department owns 50% of the airport (Fort Vancouver). After the year 2020 only 1964 and older aircraft may land there. Go to the City's website and look up "The Waterfront Development Project". Just off the west end of the runway (west of I-5) the City has permitted (now under construction) a beautiful 15 plus story mixed use project. And the City of Vancouver is now looking to acquire the airport. The developers are knocking on the door as we speak!

Pasco / Tri-Cities Airport / (KPSC) The City of Pasco is negotiating with a residential developer to construct several hundred homes off the end of runway 12. If granted the airport would be unable to extend said runway.

Eatonville / Swanson Field / (2W3) Unbelievable! Page 40 of the Washington State Airport Guide looks peaceful enough. Then you realize the city has allowed the Airport Heights residential development on the Eastside, ball parks on the approach and hangars. Those hangars are not on airport property. They are also too close to the centerline. Google search Eatonville Airport Master Plan (2009). Nothing on this airport meets standards!

Port Angeles / William R. Fairchild International / (KCLM) It has been ten years since we first asked the City of Port Angeles to remove those trees to the approach end of Runway 26 . . . note the displaced threshold. (Note the ball fields and water ponds). Commercial service ended several years ago. Because of the City's reluctance to take action the FAA has had time to reevaluate the need for the full 6,347 foot runway. Now they are only willing to pave 3,850 . . . all because of a City not willing to do the right thing to protect this airport.

Cle Elum / Cle Elum Municipal / (S93) Again, this is a small town airport with little to no understanding of the safety overlay zones. The county just approved a residential development on the west end of the runway.

Hoquiam / Bowerman Field / (KHQM) Pilots seek locations where they are wanted. In 2003 a 911 tower was placed on the same hill that contains the outer marker. The Decision Height for the ILS Approach was 200 feet . . . DH with the new tower became 750 feet . . . for a coastal airport? Because "No one could use the airport" a vote was taken to close it in 2006. The FAA stepped in and reminded everyone of their Grant Obligations. Three years later; the approach slope was changed to 3.5 degrees and the DH is again workable for most. Wander through the hangars;

(Continued on page 4)

Aviation Legislation Update from Olympia

By Rep. Tom Dent

A few bills that will have an effect on the aviation industry continue to move through the legislative process.

House Bill 1018 would raise the allowable grant amount that the Department of Transportation may provide for general aviation projects through the Airport Aid Grant Program from $250,000 to $750,000. It had a public hearing in the Senate Transportation Committee on March 14 and was voted out of the committee unanimously on March 16. It is currently in the Senate Rules Committee awaiting further consideration. This bill would improve the efficiency of the grant program, and enable the Department of Transportation to complete larger projects in one year, versus several years.

State Rep. Tom Dent (R-Moses Lake) represents the 13th Legislative District

House Bill 1656 would create a loan program for our smaller airports to access money at reduced interest rates to improve infrastructure. They would be able to finance hangars and other structures to encourage local economic development, something that is currently not allowed under the grant program. This bill has also been referred to the Senate Transportation Committee and is scheduled for a public hearing.

House Bill 1400 creates a special license plate to honor aviation in the state of Washington. As a career aviator, this bill has been a fun and rewarding piece of legislation to work on. Honoring the Washington aviation community is long overdue in my opinion. It required a plate design followed by a sponsor. Then, we needed a minimum of 3500 signatures to demonstrate to the Department of Licensing that we had adequate support for purchase of the plate. As I write this article, we have approximately 4300 signatures. We will make money from the sale of these special plates, and the proceeds will help fund the publicly owned remote airstrips around the state, plus other infrastructure needs. The Senate Transportation Committee held a public hearing on the bill on March 14 and voted it out of committee on March 22. It now goes to the Senate Rules Committee and awaits further action with HB 1018.

I look forward to providing you another update after the session has ended.

State Representative Tom Dent (R-Moses Lake) represents the 13th Legislative District.

Washington Pilots Association
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Bellevue, WA 98004-9721

Richland

1903 Terminal Drive Richland, WA 99354

The Port of Benton acquired the Richland Airport from the Atomic Energy Commission in 1960. The Airport consists of 650 acres with two runways and is located just off of SR 240 in Richland Washington. A few of the services offered to both transient and fixed based pilots include a fixed based operator, fuel, aircraft mechanic, pilots lounge, tie-downs and a restaurant.

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

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	08	**Federal:**	General Aviation Airport	**Airport Elevation:**	391
Associated City:	Richland			**Approach Category:**	B: 91 to < 121 knots
County:	Benton	**State:**	Service		

Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	Port	**Number:**	2	**FAA:**	IIB
Owner:	Port of Benton	**Type(s):**	Asphalt,Asphalt	**Description:**	King Air 200, Metro III

AIRPORT ACTIVITY

Activities	Based	Transient
Agricultural Spraying	☑	☑
Air Ambulance	☑	☑
Medical Transport	☑	☑
Airplane Parts Manufacturing	☑	☐
Aerial Surveying	☑	☑
Wildland Firefighting	☐	☐
Skydiving/Parachute Drops	☐	☐
Aerial Tours	☑	☐
Civil Air Patrol	☑	☑
Cargo Activity	☐	
Flight Training	☑	
Commercial Carrier Activity	☐	

Based Aircraft	
AIS Last Updated: 12/15/2011	
Jet	5
Multi-Engine	6
Single-Engine	156
Rotor Based	2
Glider	0
Military	0
Ultralight	25
Seaplane	0
Total	**194**

Fixed Based Operators	
AIS Last Updated: 12/19/2011	
No. of FBOs	1

Cargo	
Number of Cargo Carriers	1
Total Cargo Volume (Tons)	-

Ground Transportation	
AIS Last Updated: 12/21/2010	
Bus Service	☑
Taxi Service	☑
Marine Service	☐
Rail Service	☐
Shuttle Service	☐
Limo Town Car	☐
Other Ground Transportation	☑

Comparison by State Classification

	Airport	Classification Low	Classification High
Based Aircraft	194	21	239
Operations	70,000	-	90,006

Commercial Enplanements*

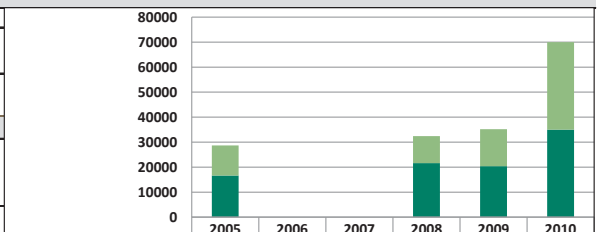
2010	-
2009	-
2008	-

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

Fuel Service

80 LL	☐
100 LL	☑
MoGas	☐
Jet A	☑
Helicopter Fuel	☐

Take Offs and Landings (Operations)



	2005	2006	2007	2008	2009	2010
Military Itinerant	0				0	0
Military Local	0			0	0	0
Commercial Air Taxi	0			0	0	0
Commercial Air Carrier	0			0	0	0
General Itinerant	12022			10800	14800	35000
General Local	16678			21600	20400	35000

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:	Benton_Franklin
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	31	18	**49**
Labor Income	$ 1,900,000	$ 724,000	**2,624,000**
Output	$ 4,000,000	$ 2,000,000	**6,000,000**

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: $ 2,058,200

	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	21	11	**32**	**94,000**	**0.03%**
Labor Income	$ 594,000	$ 504,000	**$ 1,098,000**	**$ 3,311,700,000**	**0.03%**
Output	$ 1,800,000	$ 1,600,000	**$ 3,400,000**	**$ 10,160,600,000**	**0.03%**

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	$ 5,700	$ 400	$ 800	$ 116,000	**$ 122,900**
Visitors	$ 17,000	$ 18,000	$ 18,000	$ 101,000	**$ 154,000**
Total	**$ 22,700**	**$ 18,400**	**$ 18,800**	**$ 217,000**	**$ 276,900**

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.

Washington State Department of Transportation Aviation Division

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Richland Airport

By Tom Jensen

Richland Airport is located on 650 business-friendly acres just west of the town of Richland. Ideal for aerial operations, office and light manufacturing, it is home to 165 based aircraft.

It is also home to 30 diverse businesses ranging from Airport Mini-Storage to Zero Gravity Builders Studio, with LifeFlight, Sundance Aviation, Columbia Basin Dive Rescue and the Wingwalkers Café in between. This diversity and lease revenue allows the airport to run in the black and be growing. Leasehold and property taxes are directed to capital projects which leverage FAA funding while lease revenue covers the Port's operating expenses.

Imagine that, a growing GA airport! Improvements include 20 hangars established in 2014 and filled in only 16 months. Twenty-eight hangars will be coming in the next phase, with many "takers" for those hangars.

Operations include occasional National Guard, firefighting, business aviation, lots of flight training, and even a Falcon 50 visit. The Richland Airport Aviation Celebration on June 16 and 17 is free and welcomes the public with EAA Young Eagle rides which include a ground school.

The airport is supported by an enthusiastic John Haakenson, Director of Operations for the Port of Benton and Director of both Richland and Prosser airports.

Richland Airport was built in 1943 as the Atomic Energy Field airport by the federal government to support Hanford-related operations and was closed to private or commercial flights. A plan was floated in 1958 to add the rest of Benton County to the long-established Port of Kennewick, but the scheme was scotched by Kennewick port officials. One wonders if those port officials set the tone which later resulted in the demise of their airport!?

Later that year, voters from Benton City, Prosser and Richland overwhelmingly supported the creation of a large port district covering all of Benton County with the sole exception of Vista Field. The new Port of Benton was created with the overall goal to encourage and develop industrial locations of all kinds within the district to foster economic development. This has been very successful and the Port became fully multi-modal. It has a railroad and is one of five nuclear-rated barge ports in the country in addition to their two airports.

In 1961, Prosser airport was turned over to the Port of Benton, and when donated by the Atomic Energy Commission to the Port in 1960, Richland airport was opened later that year. Prosser is a wine tasting destination and hosts an EAA fly in on September 1st and 2nd with the Prosser Balloon Rally September 22-24.

Richland Airport is lucky to have a great staff and supportive commissioners. The airport is also lucky to have Clif and Suzette Dyer as the owners of Sundance Aviation, a full-service FBO on the field. Their motto "I would rather be flying" says it all. After losing the good fight at Vista Field they relocated to Richland. They are fighters and have established a vibrant, full-service FBO with many happy WPA customers.

JOIN WPA
WPA is working to advance the interests of general aviation in Washington State.
Please Join or renew today!
www.wpaflys.org
WASHINGTON PILOTS ASSOCIATION
Washington Pilots Association
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AOPA NW Newsletter

Warren Hendrickson, AOPA's Northwest Mountain Regional Manager, has put together a new NW Mountain Region Newsletter which is designed to give pilots and others interested in aviation a brief overview of what is happening in the Northwest world of flight.

Information will cover pending legislation affecting aviation and airports, a list of aviation events and airport support and advocacy issues in the seven states in Warren's region which include Washington, Oregon, Montana, Idaho, Colorado, Wyoming and Utah.

For those who want a lot of information in as little time as possible, Warren has promised the newsletter will never exceed two pages. For more information, or to get on Warren's email list, call or contact at warren.hendrickson@aopa.org or 206-999-3111.

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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.

2016 WPA Award Winners

By John Dobson

The Washington Pilots Association would not be what it is today without the dedication and efforts of our volunteer army. Just when you think it couldn't get any better you find individuals to take it to the next level. I only wish we had more space to tell you just how great these members really are.

We owe them all a great deal of gratitude . . . this year the winners are as follows . . .

1. Pilot of the Year Award " The member judged to have contributed to the Advancement of General Aviation throughout the Past Year"

Background

This year's winner is one those old guys . . . well not too old . . . who stays in the background, keeps to himself. Never seems to lose his cool. Yet he has touched each and every one of you during the past year.

You may have heard about our Website and Management System being "hacked" last year? Every Chapter experienced some level of pain and suffering. Although this person is not a programmer he worked diligently through each and every glitch . . . testing and retesting the system until all of the bugs were found. For someone who did not write this program his grasp of the problems was no small feat.

Later he took on a huge project with an eye on "name branding". Look around this room a see how many members are wearing approved WPA logo apparel. Think about the level of detail required to interview and then select the right vendor. Then spend days, weeks and months going through countless catalogues . . . what appeals to both men and women . . . Now work through the details of posting that to a website that everyone can use. Add to that the processing of credit cards, tracking Chapter orders and making sure every individual order is properly completed. Think about someone placing an order for a large jacket but forgets to select a size . . . the default was for a small. That is detail above and beyond the call of duty.

And finally as a volunteer this individual has had to balance everyone's checkbook . . . all 1000 members. Then he balanced every chapters checkbook . . . you get the picture!

This year's (long overdue) winner is Bud Smilanich . . . our State Treasurer

2. Bernie Lyman Award " For the member who has worked beyond the normal call of duty to improve his chapter, increase its size, and strengthen its purpose".

Background

This individual received multiple nominations for the Bernie Lyman Award. He has brought back the energy to his Chapter; inspired members to run for Board positions and has upped the level of communications with members to inspire participation in Chapter Activities.

He is a pilot who pursues excellence and aviation safety at all times, and is very willing to share his knowledge with others. He has been recognized for his efforts at the local and National levels. His recent research and development of ADS-B options and costs for GA aircraft has produced an outstanding FAAST Safety Seminar.

This is about true inspirational and outstanding leadership with the Paine Field aviation community.

This Year's Winner is Rich Jones . . . Paine Field Chapter President

3. Harold Wilson Memorial Award "Not an annual award . . . the member who has been active in contributing to public enlightenment about General Aviation".

Background

If nothing else this volunteer should get an award for doing a magnificent job at herding cats . . . and not killing a single one of them.

In the summer of 2011 this volunteer stepped up to the plate and took on the role of Communications Director for the WPA. Think about your own chapter and ask yourself how difficult it is to get someone to write you an article about some event or seminar. Magnify that by the number of Chapters we have . . . 23 to be exact . . . and you see where those cats are going.

Then check your inbox and realize that Not One Chapter made the drop dead date. Now YOU get to write their articles.

Or suffer through a 5 day power outage . . . box up your computer and set up shop in the publisher's office . . . true story.

All this to produce our Newspaper; And we send to every Every Member . . . Every Airport Manager . . . and Every House and Senate Representative. That level of dedication is how you enlighten the public about General Aviation.

This Year's Winner is Marian Jensen . . . Communications Director . . . WINGS

4. Dick Corey Award "Shall be regarded as the WPAs TOP AWARD . . . when special recognition is deserved". ". . . a distinguished record of accomplishment in GA and in Community Service and the non-flying public.

This individual is probably the best example of teaching and doing . . . and his dedication to both.

We are all aware of the amount of time we have available for our careers and family. When we decide to upgrade our flying skills . . . like an instrument rating . . . we need to dedicate some time.

On top of that, volunteer to maintain the State Website . . . and did I mention that job includes managing the websites for 15 of the 23 chapters?

Finally, become a volunteer to produce the Paine Field Aviation Academy every year for the past 14 plus years! This program markets every year to over 80 Junior High and High School councilors asking for any and all students with any level of interest in Aviation . . . specifically 13 through 18 year olds.

Thirty five students will sign up every year to attend a four week class held every Monday and Wednesday evening to help young adults understand the basics of Aviation. This is no small feat to organize . . .

This Year's Winner is Kevin Kelly

2017 Gerber Memorial Award Winners Team Banholzer

Numerous "Friends of Al and Esther" hereby recommend the nomination of "Team Banholzer" for the Gerber Memorial Award. We can't think of any two who have done so much for aviation and have yet to be recognized for it.

Al and Esther Banholzer have been a "team" for 60 years. They met in 1957 following Al's graduation from flight training at Reese AFB in Lubbock and Ester's Delta Airlines stewardess training in Atlanta. Fate landed the two of them in Dallas where Ester started off her career flying in the DC-3. Some friends of Al's told him they could get him a date with a stewardess and he readily agreed. After some mix-up about which stewardess they meant, the two began dating. According to Al she finally got him to the altar in 1971. Coincidentally, that is also the year Esther decided to retire from her 14-year career as a Delta Airlines stewardess. Some might say Al knew a good thing when he saw it and just held on till she agreed to fly with him rather than Delta.

Al has been involved with aviation for almost 60 years, including time as a C130 pilot in Viet Nam. He has also flown the T-34, KC-97 and T-29. After grad school he served as a program manager on Minuteman, B-1 and ALCM programs, retiring in 1977 as a Colonel. This aviation career was capped in 2009 by his receiving the FAA's Wright Brothers Master Pilot Award.

Al has been a volunteer search pilot for over twenty years with Washington Air Search and Rescue. He has served as treasurer, establishing 501c3 charitable status for that organization, and has been a big proponent in establishing and nurturing its operation. Esther has supported base administration and operations functions during air searches.

Al and Esther have contributed to numerous activities for the betterment of aviation. Al and Esther were among those who worked with the FAA, WSDOT and others to organize and support the Wenatchee Mountain Flying Seminar during its ten year run. This seminar drew pilots and their spouses from Washington and neighboring states to learn mountain flying techniques, weather and survival information.

Both Al and Esther support outreach activities which serve the larger community; this includes poker runs and pancake breakfasts to raise funds for aviation scholarships, proficiency flying events like the Mystery Aviation Derby, and the Green River Chapter's Toys for Tots program. Al has also flown Young Eagles to introduce young people to the wonders of flight.

Al was the WPA Green River Chapter president in 1997 and state WPA president 2001-2002. In both roles, he recommended parliamentary procedures and personally supported by-laws updates which promoted effective meetings, smooth inter-organizational activities and good will in the larger aviation community. Again, Esther was always there supporting with planning and preparation for meetings, both serious and social.

In the late 1980's, Al and Green River Chapter members worked with WSDOT and community groups to re-establish Ranger Creek airport. To this day, Al faithfully supports regular user group meetings with the USFS to promote good will and continued safe, multiple use activities at Ranger Creek. Al organizes work parties of pilots and Boy Scouts at Ranger Creek every Mother's Day and keeps the troops strong with homemade chili and Esther's jalapeno corn bread.

Al is a current USCG Auxiliary volunteer who has flown patrols over Washington waters. He is the AOPA Airport Support Network volunteer for Ranger Creek. Al serves on the Renton Airport Advisory committee with his experience and wisdom.

Al went back to school to get his A&P license and works diligently to maintain his partnership's C172; he has devoted many hours assisting restoration of Stearman and Ryan aircraft for friends.

Al has engaged with a number of WSDOT teams, including as a member of the 2002 Washington Aviation Advisory Committee and JLARC study of the Aviation Division. Since the mid-1990's, Al has been an effective "lobbyist" for national and state legislation for the betterment of aviation; this includes RCW 36.70.547 (siting of incompatible uses), and RCW 47.68.380 (liability immunity for SAR volunteers).

History of the Gerber Award

Letter written to the WPA September 3, 1982 from the Washington State Department of Transportation

Dear Washington pilots;

There are relative few acts that affect the entire state of Washington within the aviation community. There are even fewer people who are responsible for those few far-reaching acts.

Rose and Everett Gerber were such people. Because of their farsightedness in the birth of the WPA's "Adopt an Airport" idea, we in Washington enjoy a far greater degree of safety and much more attractive inventory of state owned recreational airports. For this innovative and productive idea, and the results, we will always be grateful.

Because of this great debt, we offer this small token to become the "Gerber Memorial Award, awarded each year to that chapter or individual who like Rose and Everett, devoted their efforts to making the airports and airways of the state of Washington a safer and more enjoyable place for general aviation.

May their memory be with us every landing.

Sincerely, Bill Hamilton

Assistant Secretary for Aeronautics

Unfortunately, Rose and Everett Gerber were killed in an airplane crash while camping in Canada.

WPA Annual Meeting 2017 and NW Aviation Conference & Trade Show

By Donna Childs, WPA State Secretary

Saturday February 25th was the opening day of the NW Aviation Conference and Trade Show (NWAC) in Puyallup. This is such a great event and a chance for aviators of all types and levels to meet and mingle. It is also WPA's Annual General Membership Meeting. WPA members were reminded of the importance of the chapters, and that their needs and members is what WPA all about.

The meeting featured Warren Hendrickson, AOPA NW Mountain Regional Manager, and also a WPA member. Another highlight was Paul Wolf, WSDOT Aviation Division State Airports Manager. Paul shared highlights of planned activities for improving state managed airports (his full report can be found on our state web site http://www.wpafys.org/)

Of particular note was the awarding of the Gerber Memorial Award. This award, last given in 2015, is selected by the WSDOT Aviation Director from nominations made by WPA membership. Aviation Director Tristan Atkins, assisted by Paul Wolf of the Aviation Division, presented two Gerber Memorial Awards.

The first was awarded to Al and Ester Banholzer for their countless efforts to promote aviation in Washington State through innovative education and training events, airport fly-ins, work parties, promoting military and civilian aviation careers and support for air search and rescue.

The second Gerber Award went to the Green River Chapter of WPA in honor of their tireless support of the Ranger Creek State Airport (21W) and their active participation as WSDOT Adopt-an-Airport Program volunteers. Their efforts have united pilots, community volunteers, educators and the next generation of aviators in the pursuit of improving aviation in Washington State.

Newly or reelected WPA state officers are from left, Gary Miranda, Membership Director; Marian Jensen, Communications; Rich Jones, Vice President West; George Steed, President, and Frank Hummel, Director at Large. Donna Childs photo.

Four awards were presented to WPA members as well (see article from John Dobson). Congratulations to these individuals for their hard work and dedication to WPA.

The results of our 2017 elections were announced during the meeting and they are as follows:

President: George Steed

VP East: Tom Morris

VP West: Rich Jones

Communications: Marian Jensen

Director at Large: Frank Hummel

President appointed positions: Bud Smilanich, Treasurer and Donna Childs, Secretary

Hope to see YOU at the Northwest Aviation Conference next year!

WPA Chapters Around the State

Most Chapters keep updated information on the WPAFLYS.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 Blake Thorn, blake@srvconstruction.com 360-672-5695.***

ARLINGTON - The Arlington Chapter meets the first Wednesday of each month at Arlington Flight Services FBO on the airport. A no host dinner is at 6 PM and the meeting starts at 7 PM. ***Contact Chapter President Luke Nichols, captainnichols@hotmail.com 206-617-2409.***

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 7pm; 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, 509-675-1041.***

DEER PARK - The Deer Park chapter meets on an "as needed" basis at the administration building located on the Deer Park Airport. ***For more information about Deer Park chapter and 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 or contact the Chapter President Dave Lawrence at davidlawrence@skynetbb.com 253-735-1612.***

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of each month, except July, at 10am in Hangar 15 at Harvey Field. ***For more information on activities, please call Chapter President David Divoky at 559-696-3247 or Vice-President Jeff Phillips at 206-228-0644.***

NORTH SOUND/BELLINGHAM - The North Sound Chapter meets the 2nd Thursday of each month except July and August at the ARFF Conference Center at KBLI's Fire Station 2005 West Bakerview Rd, Bellingham. Doors open at 6pm, meeting at 7pm. ***For more information contact Chapter President Robert Powell at 360-941-9146.***

OKANOGAN & FERRY COUNTY- Chapter meetings are the third Thursday at 6pm except June, July and August. Location alternates between Whistlers in Tonasket and Los Gallos in Omak. Fly-outs in good weather. ***Contact chapter President Rick LeDuc at 509-429-2922 or Lola Orr at 509-486-4502 for specifics.***

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.facebook.com/groups/PFCWPA or send email to paine-president@wpaflys.org.***

SHELTON-SANDERSON - The Shelton WPA Chapter meets 10am Saturday in the Sanderson pilot lounge. ***For further information contact Bud Smilanich at 360-427-6844.***

SKAGIT - Meetings are held the 3rd Saturday of every month, 10am at Cascade Aviation on the airport. Activities vary with seminars, fly-outs, discussions about airport projects, etc. and are followed by lunch. ***For further information contact chapter President Ken Davies at 360-202-0836.***

SOUTHWEST/VANCOUVER - ***For information on meetings and seminars call chapter President Gary Miranda at 360-281-0196 or email at a320grm@aol.com.***

SPOKANE - Meetings are usually held on the third Wednesday of each month at Darcy's, 10502 E. Sprague beginning at 6:00 PM. Meeting program information can be found at WPASpokane.org. ***For more information contact chapter President Mike Foster at 509-448-7399.***

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 Jim Hightower, hightower46325@yahoo.com or 541-720-4172.***

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 , 360-289-4186.***

WENATCHEE - Meetings the 3rd Tuesday of each month at 6pm. Location is announced via an E-mail list. ***Contact Chapter President Klaus Marx to add your name to the list or for other chapter information. 907-723-4379 or klausmarx@juno.com.***

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.***

Bad things

(Continued from page 1)

look at the old "Lana's" Restaurant. How do you rebuild an airport that once had 92 WPA members? This is a great airport . . . unfortunately the problem is "trust".

Cashmere / Cashmere-Dryden Airport / (8S2) There are so many issues with this airport I am surprised that it is still there. At 1800 feet, locked in a valley, high school to the east and day- care center to the west, this airport requires good technique and speed management. In 2007 Mr. Bruce Kennedy, the former CEO of Alaska Air Group, lost his life attempting to land on runway 25 when he hit a tree in the high school parking lot then caught fire. He was 68. Today's problem . . . the trees are still growing!

Shelton / Sanderson Field (KSHN) Once again the developers are knocking on the door. This time it's Green Diamond (Simpson Lumber Co) with the City of Shelton (Jason Dose) asking the Port to approve the expansion of the Urban Growth Area (UGA) to include Green Diamond property . . . north side of Runway 5. They are asking the Port not to protest their residential development in exchange for property on the approach. I do hope the Port of Shelton is listening . . . it is disappointing that there has been no communications with airport tenants in the past 12 months. The Green Diamond "approach" property in question can be acquired with FAA assistance . . . It would be beneficial to start that process now!

Oroville / Dorothy Scott Municipal Airport (0S7) Several years ago the county granted construction of a home on the approach end of runway 15 and permitted a grain tower on the south end. No thought or consideration to the airport... NO consultation with the pilots.

In the next issue of "Bad Things Continue to happen" I will discuss the financial conditions surrounding airports. We all know that airports can and should be profitable. So why do airports continue to report losses to the state auditor? Could it be they are understating revenue? Could it be they are overcharging our airports for services?

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Membership Report

During the annual WPA meeting in KPLU, word went out that increasing our membership is job one! I am new to the system for our officers, so it has been a work in progress. What I have done is ask the chapter officers if we could begin emailing the members not paid to see if we can clean the list up to living and breathing potential members that we can bring back into the fold.

Gary Miranda
Membership Director

"A wise man once said that you spend four times as much to get new customers (members) as compared to enticing those who you have already done business with." My point is that talking to past due members with information we possess is a great way to keep our chapters alive.

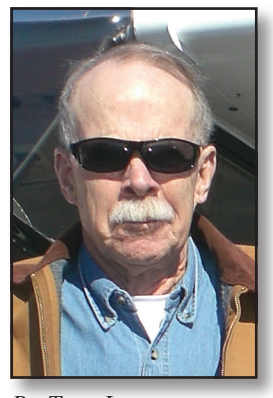
The second portion is attracting "new blood" members to our organization. Any entity that doesn't reinvent themselves every five years will become obsolete. I encourage you to send your input about what has been successful in your chapter to me. Whether it is a local program or one that other chapters can participate with, I will share it with the group and hopefully develop a thriving WPA organization.

As we move into the Spring and Summer, take some time to rethink our chapters and ways to "Spread the WPA" word among pilots in the state.

Airports Report

Reprinted from our friends at General Aviation News

The Washington State Department of Transportation is asking the public to review the Washington Aviation System Plan (WASP) draft report and provide input during the next few weeks. (Please find the link to the WASP at the WSDOT Aviation home page under Aviation System Planning/ Publications/20 year Plan/2015 Plan update.) or type <<wsdot.wa.gov/aviation/Planning/wasp.htm>> in your browser window.



By Tom Jensen
Airport Affairs

Washington's system of 137 public-use airports is a crucial contributor to the state's transportation system, economic vitality and quality of life, according to state officials.

The WASP is a comprehensive study that examines existing conditions, functions and future needs of the airport system to better understand and develop strategies to enhance performance.

Highlights of the WASP draft report include:

An overview of aviation system goals, objectives and performance measures.

An analysis of emerging aviation issues, such as Next Generation Air Transportation System, funding challenges, alternative fuels, aerospace manufacturing and unmanned aircraft systems, and their effects on future activities, policies and infrastructure needs.

New airport classifications that identify the roles and contributions of airports at both community and statewide levels.

New airport metrics that propose airport standards and performance objectives to meet systemwide goals and objectives.

Policy recommendations and alternative strategies to assist decision makers in advancing Washington's aviation system.

After receiving and considering comments on the draft report, WSDOT anticipates releasing the final WASP report this summer.

WSDOT updates the WASP approximately every five years. Find the plan by typing: <<wsdot.wa.gov/aviation/Planning/wasp.htm>> in your browser window.

Send comments on the WASP draft report to WASPFeedback@wsdot.wa.gov or call 206-440-4790 for more information. Comments are due by Monday, April 17.

Safety Report

What Could We Have Done Different?

I just attended the Northwest Aviation Conference and Tradeshow in Puyallup and the most exciting event was watching the Flights above the Pacific Northwest (FATPNW) sign up Premium members at their booth with a line longer than you expected so people were leaving forms of identification and business cards to hold their spots.

By Ken Davies , Safety & Education Director

UAV's continue to grow, Rusty Pilot seminars are getting more popular and the Third Class Medical reform is about to take effect May 1st.

I have noticed recently we have had a number of local aviation mishaps. One was a Cessna 182 that took off out of Boeing Field heading for Sequim and ended up flying into a deteriorating weather situation which left four fatalities two of which were children.

The most recent mishap that I take concern with is a Cessna 172K that departed out of Wasilla, Alaska for Nome City Field Airport with a 28 year old VFR pilot. The pilot departed around 5:10 in the evening after having pumped just over 35 gallons of fuel including two portable fuel containers, however, the actual total fuel quantity being unknown. A cell phone onboard allowed the pilot to text his female friend numerous times before attempting to sneak in under 600 overcast layer before texting "not happening" at 2145 and departing the area. Nome City Field has no lighting and was not plowed. However, a mile west, Nome Airport has a runway, lights, and is fully maintained. The next day Nome Search & Rescue located the wreckage about 10 miles east of Nome on sea ice in a nose down attitude. The pilot did not survive. A Garmin GPSMap 296 found onboard the aircraft would show data that the aircraft flew 596 statute miles in a timeframe of 5.3 hours and performed four approaches and some maneuvering then departing to the east. The pilots current Third Class Medical had restrictions stating "not valid for night flying or color signal control." Whereas the pilot had flown this route numerous times in the summer this flight was not to be. A special weather report at 2204 showed calm winds, 400 foot overcast, 10 miles visibility, with a temperature of -21 degrees C and a dew point of -22 degrees C. The whole nature of his trip was to visit friends but he was time limited by his work schedule. His fiancé watched him take on fuel but I wonder if she knew he had restrictions on his pilot's license restricting him to fly on during the day as he had to the same area about twenty times before. I wonder if the pilot knew they did not plow the field he was planning to land at during the winter or that it did not have lighting. I wonder if the pilot planned an alternate airport just in case he had to divert due to bad weather. I wonder how many of his fellow pilots knew he was planning to take this flight and did not challenge him on any aspect of the flight. If only one link in the mishap chain was broken the pilot might be alive today and could be married. What could we have done different to help this fellow pilot?

Thanks. Fly Safe

Eastside Report

It is spring, and time to get the dust cleaned off your wings and go flying. I was unable to attend the Puyallup meeting this year due to conflicting schedules. As some of you know I was elected President for The Inland Empire Mustang Club here is Spokane. I have been a member with my wife since 2001 when SHE bought our first Mustang stating "We are going to do something other than just flying events." It was my turn after 16 years to take a leadership role and help out with activities and the operation of the IEMC. The position has created conflicts already and I'm sure there are more to come in the following months. My plan is to get an early start on visiting the Eastside Chapters starting with Okanogan/Ferry County on March 16th to say hi and listen in on how the Puyallup event went for them. My initial understanding is it was a roaring success. I hope to learn more, and share the success stories with the other Eastside Chapters. I really appreciate the efforts of Fitzpatrick's keeping us updated on area flying events. I'm planning to visit the Tri-Cities Chapter March 29th and help out with some kind of educational program, yet to be determined.

Tom Morris
Vice President, East

Marian needs our help in getting the information corrected and updated for your Chapters that will be published in the Wings Newsletter. Please make an effort to let her know the latest officers, correct time with meeting locations so your meeting can be attended based on the printed material in The Wings. Marian does a great job with the Wings Publication; the articles are always good and should be shared with those that are not on the mailing lists. It should be used to invite new prospective members to your Chapter meetings. Gary Miranda, (Membership) has asked me to help find members interested in helping him with increasing and supporting new WPA members. Let's talk about getting this accomplished.

The Spokane Chapter held their Benefit auction March 4th at the Honor Point Museum on Felts Field in the Spokane Valley. The Benefit raised around $6000 which paid for the 6-$1000 scholarships awarded this year. Dave Lucke spent the better part of last year applying for, and receiving in December 2016 an IRS 501(c)3 approval for the Spokane Aviation Scholarship Foundation. We want to thank him for his work and efforts in getting the SASF set up so we can control and invest the Chapters SASF funds to benefit the Scholarship's bottom line. The Spokane and Tri-Cities Chapters are both meeting with Paul Wolf to work on the Snake River State Airports during the month of May to get them ready for the flying season.

As we move into this year's events and flying activities I would ask that you include me in your emails so I can help share the information, and plan to attend as many of those activities as my schedule will allow. I'm looking forward to a great year, and hope to see you at a number of these upcoming events.

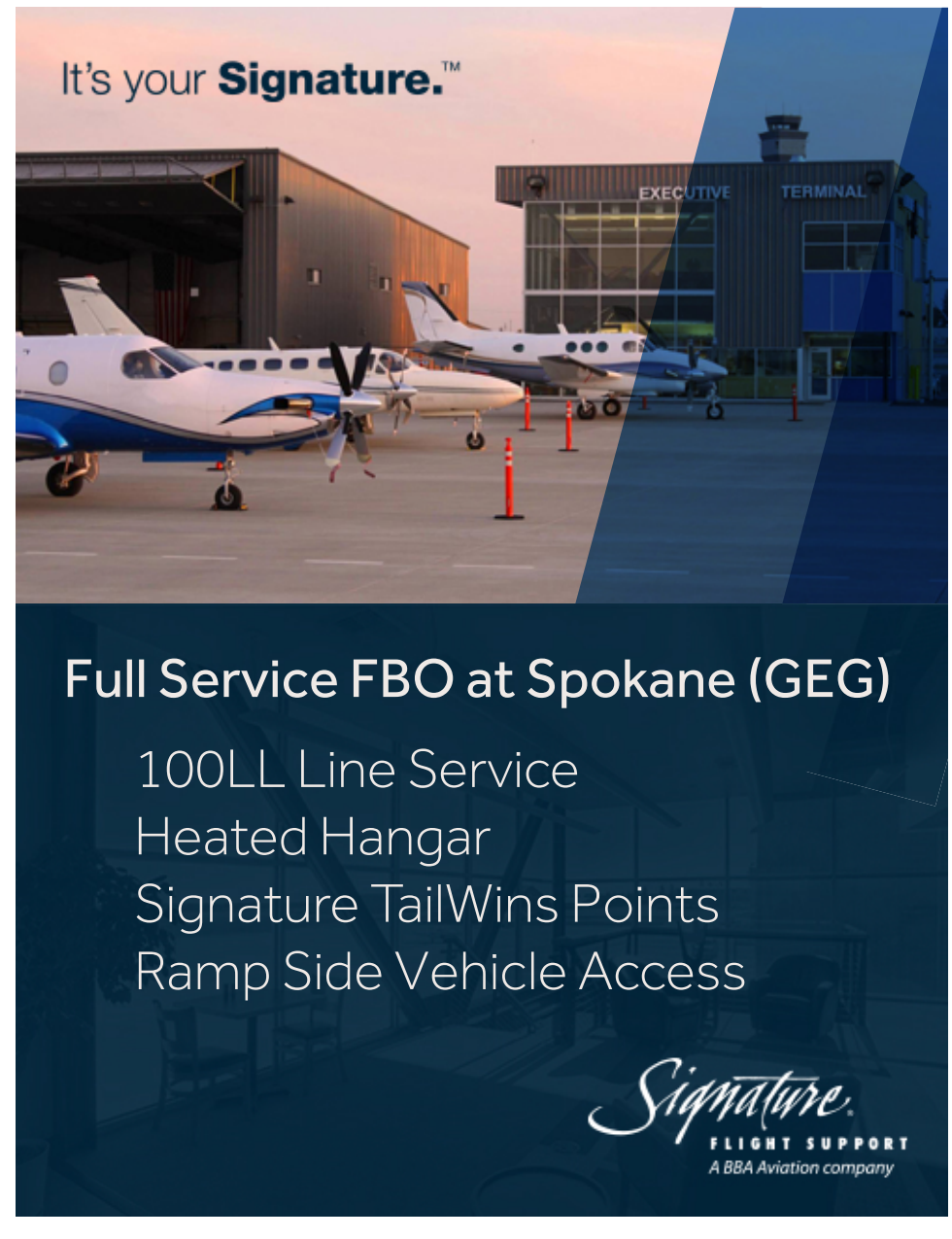
WPA Elves working for YOU

By 2nd Oldest Elf

Elves are immortal but out of necessity recognize the problem of an aging and diminishing pilot population. Some of your WPA State Elves are working to freshen and improve the accuracy of chapter information in WINGS, WPA's online presence and in the management system to better serve the Chapter level membership.

VP Elves Tom and Rich, membership Elf Gary and others will help Chapters freshen their websites or add a Facebook presence. Check out the North Sound, Paine or Spokane "Local Chapter" dropdowns at www.wpaflys.org to see what you might like your future to look like. Contact Communication Elf Marian if your chapter has ideas or needs a little assistance.

Meanwhile, Chief Elf George has established an exciting partnership with FATPNW. The future is bright.

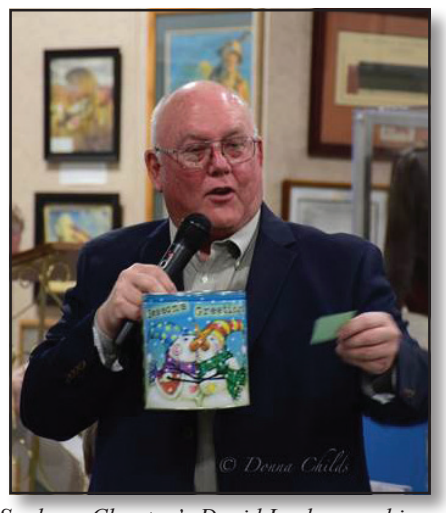


Spokane Chapter Annual Scholarship Banquet and Auction

By Donna Childs

On Saturday, March 4th, the Spokane Chapter of the Washington Pilots Association held their annual Banquet and Scholarship Auction.

The event was held at the new Honor Point Museum on Rutter Road at Historic Felts Field in Spokane. We had a huge turnout and the event was a great success! We managed to raise over $5600 to go toward future scholarships. This year we were able to award 6 - $1000 scholarships and the recipients were: Benjamin Samuelson/ Moody Aviation, Amber Phillips/Glenn Smith CFI, Benjamin Harkrider/Moody Aviation, Candyce Goudey/Northwest Flight School, Zachary Merkling/Moody Aviation, and Joel Price/Lattitude Aviation. Congratulations to each of these individuals! Larry Krauter, Spokane Airports CEO, publicly thanked our WPA leadership for a great event, and for investing in aviation education.



Spokane Chapter's David Lucke uses his charm as auctioneer for the event. Donna Childs photo.

Many thanks to those who donated items and money to this event, and also to those who donated their time to help with the setup and clean up. A special thanks to Dave Lucke who acted as our MC for the event - his gift of gab finally paid off in a big way! And to Charlie Archer for manning the computer and keeping our accounting straight, David Smith for helping to keep track of the items and who purchased them, and Ray Brunner for tirelessly greeting our guests and keeping track of tickets and money.

Spokane's WPA Chapter awards six $1,000 scholarships at their annual banquet and auction. Donna Childs photo.

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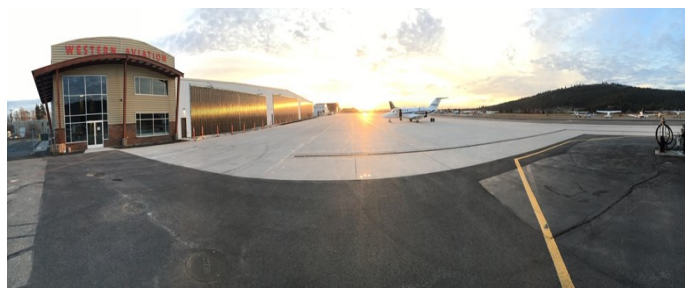

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Pasco Airport - Naval Air Station Pasco

By Malin Bergstrom, Pacific Northwest Aviation Museum

Pasco was selected as the site for a Naval Air Station because of the easy access of materials and personnel via rail, the inexpensive land and the year-round good weather for flying.

Built in 1942 Naval Air Station Pasco started out as a primary flight training station with Kaydet (Stearman) bi-planes and then later transitioned into an advanced flight training station with F6F Hellcats and F4F Wildcats. There were 300+ aircraft based at NAS Pasco during the height of WWII. Over 1500 pilots completed training at NAS Pasco.

Two early pilots discuss training maneuvers.

NAS Pasco was the first base in the United States to allow WAVES (Women Accepted into Voluntary Emergency Service) to work and live on site. WAVES barracks were designated and "no fraternization was allowed". Many of the Navy personnel met and married local gals, raised families in the Tri-Cities and became influential citizens in our community.

The naval air station was transferred to the City of Pasco after WWII and became the Tri-Cities Airport (KPSC). Many of the original Navy buildings were moved or repurposed as schools, housing and hospitals.

The original NAS Pasco Control Tower building still stands on the East ramp of the Tri-Cities Airport. A non-profit was formed (Pacific Northwest Aviation Museum) to save the building from demolition and renovate it into an aviation museum. Repairs and renovations have begun by an all-volunteer group and donations are being accepted to bring the old tower back to life as a museum showcasing not only the Naval history, but all the unique and inspiring aviation history from Southeastern Washington. Remarkable progress has been made and a "sneak preview" of the future museum will be on Saturday May 27th.

More information and donations can be made online at www.savetheoldtower.com Volunteers can contact Malin Bergstrom at Bergstrom Aircraft, Inc. 4102 N. Stearman Ave Pasco WA 99301 509-547-6271

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The Online Store is now OPEN UNTIL APRIL 18th and is collecting orders. It is really easy to order. Be sure to visit the wpaflys.org website often to check for new offerings. Apparel and caps are available with the Official WPA logo - without or without your Chapter personalization.

Please allow four to six weeks for order delivery as orders are collected by the vendor and produced all at once. By grouping orders and running them together, we can keep the costs down, although some wait times might be a bit longer. Questions – Please call Lynn – (360) 709-0483. Show your chapter pride!

Canada's Aviation Hall of Fame Names Honorary Poet

By General Aviation News Staff

Canada's Aviation Hall of Fame has declared John Gillespie Magee Jr. as its Honorary Poet.

Magee was a 19-year old Spitfire pilot serving in the Royal Canadian Air Force when he wrote his famous sonnet, "High Flight," which has become a symbol of lost aircrew in both peace and war.

The official announcement of Magee as Honorary Poet will be made at the 2017 induction dinner and ceremonies, which will be held at the Vancouver International Airport June 15. Four new members also will be inducted into the Hall of Fame.

Born in Shanghai, China to missionary parents, Magee attended Rugby School in England where he first distinguished himself as a poet. Later, continuing his education in the United States, he earned a scholarship to Yale University.

However, in 1941, before the United States entered World War II, instead of attending university, he enlisted in the RCAF and trained as a pilot in Canada, graduating with the rank of Pilot Officer.

Posted to England and qualifying as a Spitfire fighter pilot, Magee wrote "High Flight" after completing a training flight. The poem was mailed to his parents, first printed in a Pittsburgh newspaper, and became widely known after publication in his father's Washington D.C. church bulletin. On Dec. 11, 1941, Magee was killed in a mid-air collision with another trainee pilot in England.

Magee was the eldest of four sons born to his American father and English mother. He is survived by one brother, The Reverend Canon F. Hugh Magee in Scotland who like the boys' father, served in the ministry.

Rev. Magee has thanked Canada's Aviation Hall of Fame for the recognition bestowed upon his brother, and has stated, "I am very pleased to express, on behalf of the entire Magee family, our gratification that the life of our John is being recognized and honored as Honorary Poet of Canada's Aviation Hall of Fame. John combined two abilities that are not always found together: How many Spitfires do we know of that have been flown by poets? Your fitting tribute embraces both of these aspects of John's short life in a most appropriate and distinctive manner."

This year's inductees into the Hall of Fame include Danny Sitnam, founder of Helijet International, based at the Vancouver International Airport; test pilot Rogers Smith; Erroll Boyd (1891-1960), who in 1930 was the first Canadian to fly across the Atlantic Ocean; and Robert Deluce, president and CEO of Porter Airlines, based at Billy Bishop Toronto City Airport.

The former aerobatic team of the RCAF, the Golden Hawks, will receive the Belt of Orion Award for Excellence.

Honorary Poet John Gillespie Magee Jr.

"What Did I Miss?" A pilot's Story

By Gary Miranda, WPA Membership Director

Several months ago I recall listening to a local TV weather forecaster talk about his learning experiences from the actual weather and what he had forecast. He said after every big weather event he made a file of "what he missed?" It helped him to be a better forecaster in the future.

About the same time I listened to a local pilot recant a flight in which he flew from Salem, OR KSLE to Aurora, OR., KUAO and return. The pilot had some business to tend to for a few hours and then hoped to return to KSLE later in the day. He mentioned that the weather was forecast to be VFR. Upon his return to the KUAO airport for the return flight, the weather was now 018 OVC and 4 miles visibility at both KSLE and KUAO or MVFR. As I listened to the story I thought "what did he miss" in his briefing and forecast?

If we fly long enough we are all faced with the "what did I miss" questions. We may not be as meticulous as the local TV weatherman and his weather event files, but we still have to answer the questions in our flying career.

Whether you are a Cub pilot flying low and slow, a single engine or light twin pilot flying for business or pleasure, or the corporate or airline pilot reviewing his or her route, we face the question of how to safely make a flight.

Often we return to the question "what did I miss," when things don't turn out as planned. Aviation in itself, is an every changing and fluid process that requires a constant reevaluation.

Several years back, the FAA came up with a catchy phrase called P-A-V-E to help us think of the "what have I missed" questions. I'm sure by now you've heard of it.

But let's take the acronym one at a time as a review to the "What did I miss" question.

P- Stands for Pilot and his readiness for flight. Is he current, in good health and lifestyle (think sleep, nutrition, drugs & alcohol, illness or stressful events)?

A- Stands for Aircraft and its readiness. Is it fueled properly for the flight and weather, has the performance and equipment to do this flight?

V- Stands for EnVironment. What is the weather and forecast's like? As I had mentioned in previous articles, Good weather forecasts have a greater reliability and longer period than poor forecast.

E- Stands for External pressures. Did you have enough time to plan for the flight? Were passengers or clients relying on your timeframe?

Again, "What did I miss?"All these items should be a part of our normal flight checklist for every flight.

A pilot friend who recanted the flying story about the KUAO to KSLE flight said that "he learned" to increase his personal weather minimums from that day forward.

His proactive review of the events that day put a smile on my face and I'm sure molded his future flying with a higher amount of safety margin for he and his passengers.

I remember a saying that I came upon early in my flying career, "Flying is like the Sea. Beautiful to view, but you never should turn your back on it."

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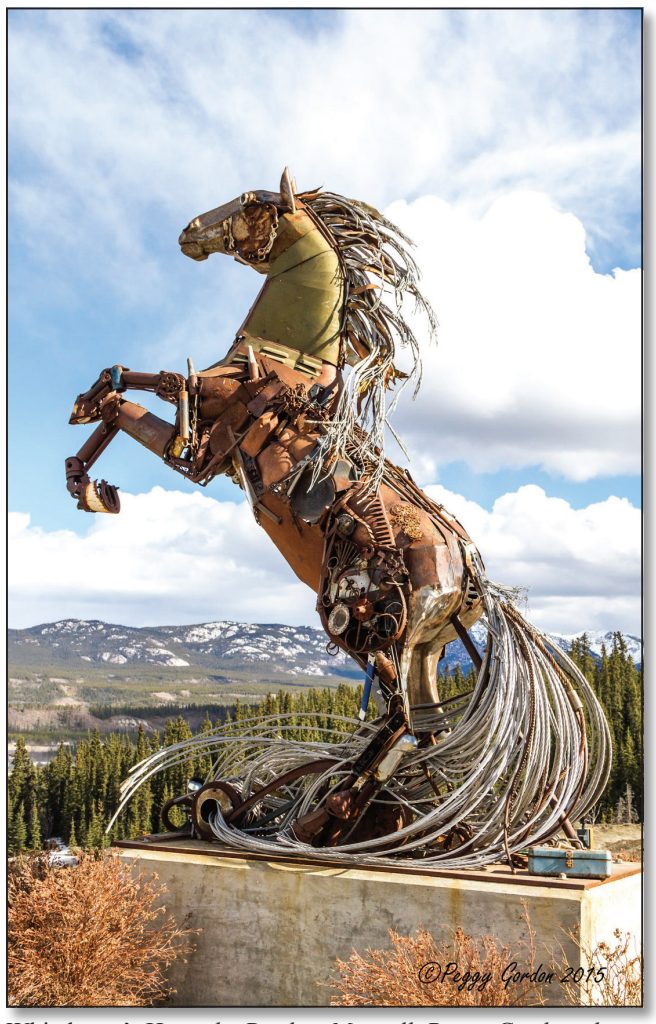
Barrow or Bust

Part six in a series of WPA member Maureen Griggs' trip to Alaska

By Maureen Griggs

Still riding high on our "Mission-Accomplished cloud nine", we were pleased that the very next day would allow our timely departure from Fairbanks. It is not often that you get to go by air, where and when you wish, in Alaska! But, that day it looked good-to-go, so we quickly jumped through all the departure hoops, and made get-away plans, which included our old pals EAPIS and CANPASS. It was more-than-nice to know that we would be clearing Customs in the Wildly Windy City of Whitehorse, which was quite preferable to dealing with the Tok US Customs Curmudgeon as we did on our route north!

Retracing our route from Fairbanks to Northway, Eielson Range Control came in loud and clear, which made our "intrusion" into their airspace much more relaxed. As the schedule actually was "written in stone" due to our customs arrangements, we did not have time to stop at Northway (PAOR) to tell Dave, once again, how much we appreciated his cheerful assistance on our way north. We did, however, make a low pass to say "Hello!" We wanted him to know that he had been one of the stand-out characters of our trip. A second stand-out personality was Charlene, of the Barrow FSS, whom we actually met at the Fairbanks FSS. She was another player who went the extra mile to advise a couple of fliers who were a very long way from home. There is truly a noteworthy message in these brief encounters, but the short version would be: Bypass Tok! Go straight to Barrow via Northway!



Whitehorse's Horse *by Daphne Mennell. Peggy Gordon photo.*

Crossing into the Yukon, headed southeast, we once again had the trusty St. Elias Mountains to our south. They continued to perform the mighty job of holding back the relentless Gulf of Alaska low. That low was equally determined to prevail over the peaks, and send those billowing ice-filled clouds cascading down into our path. The battle raged on, as we skirted past the still-unfolding drama! Like pearls, on the necklace of the Alaskan Highway, we ticked off the small airstrips as we passed them: Beaver Creek, Burwash, Silver City, Haines Junction, and Cousins. Lake Lebarge (Or Lake Leberge; The Yukon folk seem to accept either), north of Whitehorse, could be seen as we approached Cousins. This is the much famed lake that was immortalized in the poem "The Cremation of Sam McGee". Looking at the lake, we thought:

It seemed icy and cold,
As the dreadful poem told,
Of the moiler from warm Tennessee.
And seeing it now,
One could see how,
Cremation was suited for Sam McGee!

Hanging a right after Cousins, we "jumped the gulch" once again, and landed at Whitehorse (CYXY). We would call the Yukon home for several days, as the weather to the south was an icy IMC pea soup. We would have to bide our time for the southern mountains of the Alaskan range to serve us as well as the St. Elias had! We settled 59N in once again with Justin at Rodan Air, and then settled ourselves at the convenient Skky hotel, just across the road from the airport. It was in the lobby of the Skky that we had the opportunity to become good-deed-doers for a pair of pilots (Both CFIs, no less!) who were transporting a plane from the east coast to Fairbanks. They were missing several charts which they would need to continue; one had blown out the window, and others were just never purchased. Their Alaskan Highway Chart ended right about where the airspace gets really interesting as they would head north to Fairbanks! We made color copies of charts that they were lacking, let them know about the complicated airspace south of Fairbanks, pointed out the importance of contacting Eielson Range Control, and bid them safe flight. They were very appreciative, and we never heard of a lost aircraft in the days following, so, perhaps we earned some good aviation Karma that day!

Eager to make use of our compulsory-on-the-ground interlude, we set off to find the trail to town that would give us a close up view of "The Gully" at the north end of the runway. There is an on-again-off-again walkway that circumvents the entire airport, with a long stairway that goes down to town. The Arctic Ground Squirrels of CYXY were entertaining to watch, as they beeped and whistled in rodent-code at the passers-by. Their burrows are prolific, and it is easy to see how back country strips would suffer from their voracious tunneling. The gully-canyon yawned below us; an impressive divot in the terrain for sure! We followed the long flight of steps down to town from the airport "pseudo-mesa", and had a meandering tour of Whitehorse, until our frigid fingertips begged for a Starbucks break. The famous Log Cabin Church and the Old Log Skyscraper were two notable Yukon landmarks. The lobby of the Best Western Gold Rush Inn is slowly becoming de-Yukon-ized with the removal of multiple storied artifacts. Incredibly, it seems the rustic relics don't rise to the standards envisioned by the stuffed shirts of Best Western, who make such decisions. The week we were there, the beautiful original oaken phone booth in the lobby (Whose by-gone-rotary-dial phone would soon be, just plain gone!) was scheduled to be removed! We were surprised that the rugged Yukon folks were rolling over for such "progress"!

Anticipating that we would have some time to explore Whitehorse (Translation: Weather challenged and begging for distraction), Peggy contacted a few Yukon members of CASARA (Civil Air Search and Rescue Association) with whom she had flown previously. One, especially avid CASARA member took us under her wing, and regaled us with a most excellent tour of Whitehorse! A tireless guide, a former musher, and a vigorous promoter of everything Yukon, she indulged us with a day of sightseeing, until we literally had to say "Uncle!" We went on an extensive driving tour of the area around Whitehorse:

We visited the S. S. Klondike, a restored paddle wheel boat on the riverfront. It was in the roaring furnace of just such a vessel, that Sam McGee was finally warm enough, once again. It gave up some secrets that day, as Donna recalled stories from long before it was "prettied-up" to become the famous landmark that it is today.

We inspected the sculpture of a magnificent horse, created entirely from a mélange of metal objects, which can be seen only on close examination. The items selected for the sculpture's creation came entirely from Yukoners, and it was delightful to see how the horse had truly "reared to life" through the welding together of bits and pieces of everyday metal objects.

We drove to the dam on the Yukon River, home of the longest salmon run in the world. It was the turbulence of the former rapids above the dam that had given Whitehorse its name, as the tumbling white water resembled the manes of a white horses.

We saw Emerald Lake, the most photographed lake in the Yukon, renowned for its stunning variety of colors.

Nearby, we walked into the world's smallest desert, that really isn't a desert at all, but, details, details, it maintains that title still.

On the way to Carcross (The government shortened the age-old name of Caribou Crossing at the request of the postal service), we saw several stuffed mountain goats, placed high on the hills by the locals, so that tourists would be assured of seeing some Yukon wildlife, even on days when the sightings are slim.

We drove north of Whitehorse, to see the spot where eagles soar and nest, and heard the stories of how growth is changing the landscape in that vicinity. Donna shared her scathing opinion of such "progress" that disturbs the wild beauty of her beloved Yukon. We could just envision the fireworks that would fly if Donna ever met the stuffed shirts of the Best Western!

At that point, we were about Yukon-ed out, and since a weather check-in was beckoning, we cried "Uncle!" and called it a day. Thanks to tireless Musher-Donna, our inner sled dogs truly felt that we had been treated to a first-class tour of Whitehorse!

Unfortunately, my Nav-Canada weather check-in did not give us the Go-For-It! forecast that pilots always hope they will hear; it was still an icy IMC mix south of Whitehorse, so we planned for the following day to be an extension of our weather-imposed Yukon sojourn. Swan Migration season was upon us, and the reported 10,000 swans at Swan Haven, southeast of Whitehorse, were trumpeting their arrival; we decided to answer the call!

AVIATION ACTIVITY CALENDAR

Chapter Presidents, please verify time and location of meetings.
Any changes contact WINGS@WPAFLYS.ORG

APRIL 2017

4/1	9:30 AM	Paine Field Chapter Weekly Breakfast Fly-out - Regal Air, Paine Field Seats available 1st come, 1st served. Extra A/C welcome!
4/6	7:00 PM	Museum of Flight (KBFI) Wells Fargo Free 1st Thursday
4/7	12:00 PM	Bremerton Chapter Friday Harbor Fly Out -all welcome
4/8	- 4/9	2nd Idaho Aviation Assn "Spring Fling" (KSUN) Free transportation Joe Grubiak 208-514-9258
4/8	9:30 AM	Paine Field Chapter Weekly Breakfast Fly-out - Regal Air, KPAE. Seats available 1st come, 1st served. Extra A/C welcome!
4/12	6:00pm	Legends of Aviation speakers Ted Lumkin (Tuskegee Airman) and Elizabeth "Betty" Dybbro (WASP) Green River College Student Union
4/14	12:00 PM	Bremerton Chapter Friday Harbor Fly Out -all welcome
4/15	11:00 AM	Flying Heritage Collection Fly Day- Vintage A/C fly hourly.
4/15	9:30 AM	Paine Field Chapter Weekly Breakfast Fly-out - Regal Air, Paine Field Seats available 1st come, 1st served. Extra A/C welcome!
4/15	9:30 AM	Fly In Cycle Lopez Island - Bring your bicycle! Lunch at Bucky's
4/21	12:00 PM	Bremerton Chapter Friday Harbor Fly Out -all welcome
4/22	12:00 AM	Wings and Wheels Breakfast and Fly In. Emmett ID, (S78) Spot Landing, Contests, War Birds, Classic Cars. Info: Lan Smith 208-265-1754
4/22	9:00 AM	Pendleton EAA219 Pancake Breakfast KPDT
4/22	9:30 AM	Paine Field Chapter Weekly Breakfast Fly-out - Regal Air, Paine Field Seats available 1st come, 1st served. Extra A/C welcome!
4/28	- 4/29	AOPA 2017 Regional Fly In Camarillo, CA Airport KCMA
4/28	- 4/30	Astoria Crab, Seafood & Wine festival (KAST) www.AstoriaCrabFest.com
4/28	12:00 PM	Bremerton Chapter Friday Harbor Fly Out -all welcome
4/29	9:30 AM	Paine Field Chapter Weekly Breakfast Fly-out - Regal Air, Paine Field Seats available 1st come, 1st served. Extra A/C welcome!

MAY 2017

5/5	12:00 PM	Bremerton Chapter Friday Harbor Fly Out -all welcome
5/6	9:30 AM	Paine Field Chapter Weekly Breakfast Fly-out - Regal Air, Paine Field Seats available 1st come, 1st served. Extra A/C welcome!
5/6	12:00 PM	FATPNW Spring Fly-In to Copalis (S16) Bring Sunscreen.
5/12	12:00 PM	Bremerton Chapter Friday Harbor Fly Out -all welcome
5/13	8:00 AM	GRC Ranger (21W) Creek Cleanup with Al & Esther's chili!
5/13	9:30 AM	Paine Field Chapter Weekly Breakfast Fly-out - Regal Air, Paine Field Seats available 1st come, 1st served. Extra A/C welcome!
5/19	12:00 PM	Bremerton Chapter Friday Harbor Fly Out -all welcome
5/20	11:00 AM	Flying Heritage Collection Fly Day- Vintage A/C fly hourly.
5/20	9:00 AM	Paine Field 22nd Annual Aviation Day, Flying Heritage Collection, Historic Flight Foundation http://painefield.com/198/Paine-Field-Aviation-Day
5/20	12:00 PM 3:00 PM	Twisp BBQ & WPA Meeting 2:00 WPA Meeting. BBQ - Potluck. WPA Provides Steaks for Members. (Fuel: Winthrop S52 -122.8)
5/26	12:00 PM	Bremerton Chapter Friday Harbor Fly Out -all welcome
5/27	9:00 AM	Pendleton (KPDT) EAA219 Pancake Breakfast
5/27	9:30 AM	Bremerton Chapter Friday Harbor Fly Out -all welcome
5/27	10:00 AM	Pasco Airport for sneak preview of future museum. Tower tours.

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