

Wings

INSIDE THIS ISSUE:

Special Thanks.....	2
Robert Heale Immortalized.....	2
Academy Receives Donations.....	3
WPA Chapters.....	4
Richland Fly-In.....	4
Academy Graduates 35 Students.....	5
Fathers' Day Fly-In.....	5
Runway Reopens.....	6
NW Bi-plane Fly-In.....	6
Treepport Fly-In.....	7
ORS Happenings.....	7
WPA Calendar.....	8

Serving Washington Pilots Since 1960

August-September 2011



President's Message

GPS and LightSquared, the Rest of the Story

Most of you are at least somewhat familiar with the anticipated problems with GPS if LightSquared is allowed to use the spectrum near the currently used GPS signals. The spectrum that LightSquared has acquired was previously restricted to satellite based transmitters because the low power levels would not interfere with the existing spectrum allocated to GPS.



Dave Lucke, WPA President

Satellites are limited in the power levels that they can transmit because there just isn't the electrical resource available in outer space. Solar collectors are great but just can't run a high powered transmitter. By the time even a 100 Watt signal gets to the surface receiver on earth, the signal strength as been seriously attenuated (that is engineer talk for reduced).

Ed Bolen at NBAA and Craig Fuller at AOPA have been seriously lobbying to preserve the integrity of GPS for navigation. They have done, and hope they will continue to represent the best interests of the flying public.

The problem is LightSquared has acquired the spectrum next to the GPS spectrum and their powerful land based transmitters will seriously degrade the low power signals from the satellites. As of July 23, LightSquared has given up a small portion bit of the spectrum but still, the power levels they want to use WILL make existing GPS receivers unreliable.

Now let's follow the money: LightSquared acquired this spectrum without going through the public bid process

other communications companies are required to do. Keep in mind, radio spectrum is a "Public Asset" that is supposedly managed by the FCC in order to have an orderly use of the spectrum with maximum public benefit. I am not sure why, (but I can imagine), how they got this spectrum WITHOUT a public auction and it was FREE !!!!!

LightSquared's primary financial backer is Harbinger Capital, a hedge fund led by Philip Falcone. Harbinger and its affiliates have put \$2.9 billion of assets into LightSquared. Harbinger has run into a series of other problems recently, as investors have withdrawn money and regulators have probed certain Harbinger trades, and a loan made by the fund to Mr. Falcone in 2009.

In February of 2011, Ken Boehm from the National and Legal Policy Center asked the House Committee on Oversight and Government Reform to investigate actions by the Federal Communications Commission (FCC) that benefitted Harbinger Capital Partners after its founder, Phil Falcone made large contributions to the Democratic Senatorial Campaign Committee.

The plan centered on first securing FCC approval for Harbinger's acquisition of SkyTerra, then getting the FCC to "fast-track" approval for Harbinger to take advantage of a little-known spectrum loophole for satellite licenses. That loophole allowed Falcone's new company, LightSquared, to receive spectrum for free, while competitors have to pay billions of dollars.

The loophole in FCC policy regarding satellite license holders allows the holders to "supplement" satellite spectrum with free terrestrial (land based) spectrum. The policy was implemented because satellites have limited transmission power, and the opaque nature of rooftops and buildings limits effective coverage. Satellite operators are thus permitted to run base stations on the ground, at the same frequency and use free terrestrial spectrum to "fill in the gaps." The land based spectrum is known as Ancillary Terrestrial Component (ATC), and is free to use for companies possessing a satellite license.

Thus, the loophole Harbinger was

seeking allowed LightSquared to essentially build out its national 4G state-of-the-art wireless and broadband network using the free terrestrial spectrum it is permitted to use as part of its satellite license, avoiding

"This entire deal does not pass the 'smell test'. It stinks !!!!"

the requirements to immediately invest upfront capital to launch expensive satellites. The terrestrial spectrum can then be leased to

wireless providers.

It is important to note that other companies that want to compete in the U.S. wireless phone and Internet market have to pay billions of dollars at auction to use the public airwaves (spectrum), and those billions accrue to the benefit of taxpayers. By contrast, Falcone's bold plan would build out a national wireless network taking advantage of free spectrum - i.e., at taxpayer expense.

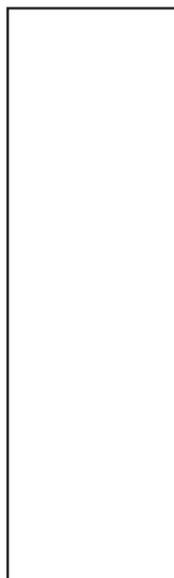
Mr. Falcone is currently under criminal and civil investigations by the Securities and Exchange Commission and U.S. Attorney's Office in Manhattan for allegedly failing to disclose \$113 million in personal loans he took from his hedge fund to pay personal taxes. The Wall Street Journal has also reported that investigators are looking into allegations that Mr. Falcone allowed some clients to redeem funds from his hedge fund during the financial crisis of 2008, while preventing others from doing so.

According to the Wall Street Journal, Mr. Falcone and Harbinger scored big gains for investors in 2007, but his fund has since shrunk from \$26.5 billion to \$9 billion from losses and client withdrawals. Harbinger's fund was off 15% for the year as of last November, and investors like Goldman Sachs and Blackstone Group had put in requests to withdraw funds. So much for the financial aspects. There is a lot more but you now have the "Cliff Notes" version.

The International Civil Aviation Organization, (ICAO), has also expressed serious concerns over interference to GPS signals from broadband communications towers. They expressed these concerns in a June 13 letter to U.S. officials. The ICAO expressed the group's grave concern over the conditional waiver provided by the FCC to wireless provider LightSquared. Military, law enforcement,

(Continued on page 2)

PRSRT STD
U.S. POSTAGE
PAID
Permit #5
Snohomish, WA



Introducing Marian Heale...



Introducing the lovely and gracious Marian Heale, the WPA Communications Director. Marian has vast worldly experience in publishing. She has a degree in communications from Texas Tech University, was flight attendant for Pan American World Airways for five years, then traveled and wrote for "Travel Weekly" newspaper in New York.

Marian traveled out to beautiful and scenic Moses Lake to visit her sister in 1975. She joined the Washington State Patrol as communications officer. She met her husband, Robert Heale while putting together the logistics for a local air show.

Marian owns a Citabria and is building a Flybaby, which she hopes to put on floats. She is very active in EAA chapter 79 and the Spokane chapter of WPA.

Port Commission votes to not seek FAA funding for Grove Field Airport Decision was unanimous

Camas-Washougal Post Record, By Dawn Feldhaus, Tuesday, July 19, 2011

The disappointment was obvious Tuesday night among area pilots, after they heard the Port of Camas-Washougal Commission vote 3-0 to not apply for \$10 million from the Federal Aviation Administration to pay for improvements at Grove Field Airport.

After the commissioners' meeting ended, the pilots gathered in the front lobby of the port office building and scheduled an impromptu meeting of their own at the Adams Street Bar and Grill, in downtown Camas.

"This is a great disappointment," Dick Martin, a pilot for 43 years, said regarding the commission's decision to not have Grove Field become an FAA-obligated airport. "It is a nice, quiet airport, but it needs improvement. The runway is relatively narrow.

"If they had a more attractive airport, it could attract maintenance and flight schools," he added.

Correcting the airport's design standard deficiencies would involve widening the runway to 60 feet, lengthening the runway to 3,070 feet, clearing obstructions within the airport's runway safety area and shifting the runway to meet center line/taxiway separation standards. Relocating Delp Road would involve digging a tunnel.

The application and subsequent approval for state and federal funding would have paid for 97.5 percent of the costs.

Prior to making his motion, Commissioner Bill Ward said he recently learned that if any FAA funding were used for the purpose of land acquisition, the obligation to operate the airport would continue in perpetuity.

"This obligation would not be discharged by repaying those funds," he said. "The port would be locked in. Grove Field borders the urban growth boundary of Camas."

Ward said it would not be in the best interest of the port to become an FAA-obligated airport.

"It could place the port in unacceptable jeopardy," he added.

Doug Anderson, a pilot, told commissioners after the vote that they did not turn down general fund money. It was money obtained from sources such as aviation fuel taxes.

"This was an opportunity to get a piece of the pie," he said. "It will go to other airports now. Taxpayers now have to pay for improvements."

Grove Field Airport is located at 632 N.E. 267th Ave., in Fern Prairie.

Special Thanks From WPA Spokane Scholarship Recipient

By Andrew White

I completed my Multi-Engine Instructor rating in July 2010. I've been flight instructing at Avian Flight Center in Port Orchard, WA since September 2008. While instructing there, I was able to take one student to completion of their multi-engine rating in 15 hours. I was able to work with another student toward their multi-engine rating as well as taking care of my private pilot and instrument, and commercial students.

On April 20, 2011, Ameriflight gave me a telephone interview, and on April 29th I had a face-to-face interview and a simulator ride. I joined the May 9th class in Burbank, CA and was given the opportunity to train and ultimately pass my FAR Part 135 check ride on June 14th, 2011

Ground school was very straight forward if you know what is coming. The first day is all company paperwork and meeting key members of the company team. The second day, the fun begins including company operations and procedures. It feels like you're drinking from a fire hose and the information never seems to end. At the end of the week is the written test requiring an 80% to pass, or you "pack your bags" and head home. To be successful during the first week of class, you need to pay attention what the instructor emphasizes and repeating. After class you need to review all your notes, highlighting important areas of emphasis and review the company materials and appropriate FARs. This should prepare you for the test at the end.

The second week of ground school was devoted to systems on the aircraft I will be flying. It's the same format as the first week, just different subject matter and emphasis. Like the first week, there was a test at the end requiring 80% in order to pass. The systems ground school seemed easier to me, in that I was able to apply more of the knowledge I had learned previously through my studies at Central Washington University.

The third week was all simulator training. Simulator training consisted of running the flows, procedures, profiles, emergency procedures and a lot of



instrument approaches in a very short time frame. Simulator training crunched the previous two weeks of ground school into flight scenarios applying different techniques preparing me to fly the line. A typical simulator day was eight hours in the simulator consisting of two four-hour flights. Once I passed the simulator session, then I had to pass a company check ride in the airplane, which is different from the FAR Part 135 check ride. Once I passed the company check ride, I was sent to Portland, Oregon for my flight training

During my flight training I was flying two runs per day with a training Captain. These runs were designed to apply my simulator training to day-to-day operations flying the line. During my down time, I reviewed ground with my training Captain and sometimes flew training flights to hone my instrument skills in the airplane preparing me for the check ride. After three weeks of flight training, I was scheduled for my check ride and passed it on Tuesday June 14th.

On Friday June 24th, I drove to my new base in Oakland, CA. I'll be flying the line there for at least six months, applying everything I learned in my training. The scholarships I was awarded through the WPA have helped me reach my aviation goals. I'm very appreciative to the organization for supporting my efforts. Andrew White, BS, CFI/CFII, MEI

Robert Heale immortalized in 2011 on Oshkosh Memorial Wall

Robert Henry Heale was born to fly; he was good at it.

Robert was born in Seattle April 5, 1934. He was always fascinated by flight and the things that fly. Model airplanes; commercial, general aviation, and military airplanes; birds, balloons, and rocket men were always high on his interest chart.

He started trading rides for working around people's hangers when he was a teenager, and obtained his first rating when he was 20, with a private pilot, single engine sea rating. He nearly lost the student pass to work on that rating when he tried to impress his friends by landing in Green Lake. He later explained to the FAA that he didn't know it was illegal, and luckily they took his inexperience into consideration. Was this a harbinger of things to come?

Between crop dusting, flying air shows, flying for Air America, racing at Reno, flying a FedEx Caravan, and working for Silverwood Theme Park as a corporate/air show pilot, Robert amassed 25,000 flying hours. He was proud of that.

Robert had four sons, Robert, John, Kenneth and Timothy. This is what they had to say:

Bob: My dad taught me what I need to make it through life. He taught me about honesty, integrity, and that your word is important. At the time of being taught these things I wasn't always the happiest to receive his lessons but now in retrospect I can see how he molded me into the person I became and love him for it.

John: I would like to mention something that mostly goes unnoticed, besides the accomplishments of my dad as a pilot; I want to say that he had an amazing work ethic that was unparalleled. As I grew up I can never remember a time in which my dad did not have a job, sometimes two or three, and he would be gone to work from sun up to sun down. He never failed to provide for his family and he set an example for each of his sons that carries on today. I especially remember one summer working with my dad at the Warden airport fueling and loading the planes, the memories of the aviation gas smell, the cool crisp air, and the sound of the radial engines taking off at dawn will live on with me forever.

Kenneth: Things my Dad taught me: To love flight. To always live by your word and to stand by it no matter the consequences. To always be humble; no matter how good you are at something. To appreciate what you have and to live your life to the fullest.

My Dad has been gone for nearly 15 years now. His Grand Kids are now adults and doing extremely well. There isn't a day that goes by where I don't think about him and always try to do my best so he would be proud. I love and miss you Dad.

Timothy: The greatest memories of my Dad are of when I got to spend time with him at the airport. He instilled the values of hard work, honesty and integrity. Above all I remember Dad always liked to have fun. I miss you Dad.

At the end of his flying career, Robert had attained ratings of: private pilot land and sea; multiengine, commercial, instrument, commercial aero tow, glider, and ATP. In the instructor category, he had both single and multiengine.

Robert died September 14, 1996 while performing an air show at Fairchild Air Force Base outside Spokane. A strobe light wire in the wing of his CAP-10 was inadvertently threaded through a bell crank, and snagged after a snap roll, freezing the controls of his aircraft.

People have said Robert died while doing what he loved. In some ways I agree. Robert, more than anyone I have ever known, loved life and lived it to its fullest. Every day he awoke early and bounded out of bed, anxious to experience whatever the day might bring.

Robert died the way he lived, while living life to it's fullest.
Godspeed Robert Heale



President's Message

(Continued from page 1)

ship navigation, aviation and virtually all modes of transportation will be affected by a decision to allow LightSquared access to this spectrum.

GPS is pervasive in our economy. It is critical for surveying, engineering, construction of public works projects, farming, fisheries, fire fighting, medical response, public safety, search and rescue, national defense and practically every other activity that involves precisely locating an object or place. An FCC decision to permit LightSquared to proceed with its plans amounts to gifting enormously valuable public spectrum to an individual private entity for its own profit. That is wrong, very wrong.

This entire deal does not pass the "smell test". It stinks!!!!

The SkyTerra spectrum acquired by LightSquared was never intended to be used by anything other than satellite based transmitters. The land based transmitters

planned by LightSquared will render pretty much all GPS receivers useless.

The solution to the problem is for the FCC to step up to the plate and require LightSquared to acquire other spectrum that will not impact the low-power GPS spectrum already in place. They can buy the spectrum at auction just like all other communications companies.

Dave Lucke, WPA President

WASHINGTON PILOTS ASSOCIATION



WPA Wings

A Publication of the

Washington Pilots Association

227 Bellevue Way NE, PMB 397

Bellevue, WA 98004

Phone: 1-800-972-3597/1-800-WPAFLYS

WPA Wings is published bi-monthly, (February, April, June, August, October and December).

Submissions are welcomed!

Please send articles via email to:

wpawings@wpaflys.org.

Send typewritten or handwritten articles to:

WPA Wings, 21308 SE 215th St.,

Maple Valley, WA 98038.

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.

Send letters to: wpawings@wpaflys.org, or via postal mail: WPA Wings, 21308 SE 215th St., Maple Valley, WA 98038. 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.

Information included in this publication is intended for entertainment and/or educational purposes only. The reader must not rely on the information contained herein to relieve him/her of the responsibility to comply with Federal Aviation Regulations and instructions. The reader is solely responsible for his/her own safety and in no case shall the publisher, staff, any officer or member of the Washington Pilots Association be held responsible for any use or lack thereof, that readers may or may not choose to make of the information contained herein.

Be smart, and please fly safely.

Washington Pilots Association

Executive Committee & Officers

President: Dave Lucke 509-326-2599

Past President: John Dobson 360-898-2319

VP West: Charles Hower 425-379-9340

Treasurer: Jim Swartwood 360-377-8570

Secretary: Marjy Leggett 509-547-4347

Directors

Airports: Tom Jensen 360-825-6777

Membership: Jerry Ward 360-312-8820

Safety & Education: Vacant

Legislative: Blake McKinley 509-924-0070

Dir at large: Les Smith 425-493-0451

Communications: Marian Heale 509-624-1092

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

Runway Lot on Center Island for \$66,000

A Bargain in The San Juans!!

Lot next door sold for \$112,000

www.CenterIslandRunwayProperty.info

Call Dawni (360) 375-6609

Re/Max Eastside Brokers, Inc.



Taxiway Alpha— Constructing the Future



KBFI'S TAXIWAY ALPHA REHABILITATION PROJECT HAS BEGUN!

Extensive rehabilitation of KBFI's Taxiway Alpha is underway, to be completed in phased stages over the next two years.

When flying to or from KBFI, check for updated NOTAMs, as this project will require periodic runway closures, multiple closures of several taxiway connectors, and nighttime construction work.

SIGN UP TO RECIEVE EMAIL OR TEXT ALERTS OF THE CONSTRUCTION PROJECT.

Go to www.kingcounty.gov/airport. Click on the Taxiway Alpha page and click the button next to "Get Project Updates" to sign up.



King County
International Airport
Boeing Field

SERVING THE AVIATION COMMUNITY SINCE 1928
24-HOUR OPERATIONS LINE: 206-296-7334
WWW.KINGCOUNTY.GOV/AIRPORT

Aviation Academy Receives Donations

by Kevin T. Kelly,
Aviation Academy director

Jim Hannah, a WPA Anacortes chapter past president and member, passed away on February 15, 2011. Jim learned to fly when he was about 16 years old, and flying remained a passion throughout his life. He joined United Airlines in 1955 and often said he was the luckiest man alive to have worked in a job he would have paid to do. Jim worked as both a pilot and in management was Chief Pilot of the Seattle base for many years and ended his career flying routes to Hong Kong and Singapore as a DC-10 captain.

Jim wanted others to share in the passion for flight as well. Jim's daughter, Karen Huber, recently contacted me to inform us of Jim's wish to have donations made in his honor to the Aviation Academy program. Dave Wheeler and I had the pleasure of flying over to Anacortes to attend the chapter's general meeting on April 12, 2011. I presented an overview of the Aviation Academy program, and correlated our passion of sharing knowledge of aviation careers and flying opportunities with those expressed by Jim. Anacortes chapter president Ken Davies, along with Karen Huber, took the opportunity to formally present donations made by Jim's family, friends, and fellow WPA members in the amount of \$910 (subsequent donations brought the total to \$1,260). It was an honor to meet Karen and learn more about Jim,



and Dave and I had a great time meeting the members of the Anacortes chapter.

As agreed to at the April chapter board meeting, the donations made to the Aviation Academy program will be used to provide scholarships to underprivileged students so that they may have the opportunity to learn more about aviation.

For more information about Jim Hannah, please visit: <http://www.legacy.com/obituaries/skagitvalleyherald/obituary>



PORT OF KENNEWICK PRESS RELEASE

350 Clover Island Drive
Kennewick, WA 99336
www.portofkennewick.org

FOR MORE INFORMATION CONTACT:

Tana Bader Inglima
Director of Governmental Relations & Marketing, Telephone (509) 586-8140 wk (509) 948-3514 cell Fax: (509) 582-7678

July 11, 2011

FOR IMMEDIATE RELEASE

Port of Kennewick Seeks Fixed Base Operator (FBO) for Vista Field Proposals to operate general aviation airport due August 31, 2011

Kennewick, Wash.—The Port of Kennewick is requesting qualified companies to submit proposals to provide services as the Vista Field Fixed Base Operator (FBO). The FBO may establish and retain commercially reasonable fees and charges which allow it to provide services to administer the general aviation airport in Kennewick, Washington. FBO activities are anticipated to include a variety of mandatory services related to airport facility operation and maintenance including fueling, cleaning, inspections, compliance, monitoring, pilot support, and facility and hangar leases. Other anticipated, but optional, services may include aircraft repair, maintenance and modifications; charter services; aerial photography; pilot shop/pilot supplies; rental aircraft; aircraft sales; and flight instruction, etc....

In identifying and selecting a qualified FBO, the port is responding to pilot feedback, and implementing its recently updated Vista Field Master Plan. Port staff anticipates a full-time airport FBO will stimulate interest and activity at Vista Field.

A General Instruction to Proposers document is available online at: www.PortofKennewick.org. And proposals are due to the Port office not later than 5:00 p.m., Wednesday, August 31, 2011.

###

The Port of Kennewick is developing assets to create sustainable family wage jobs, user friendly transportation systems, and quality of life enhancements for visitors and residents of the Port district.

WPA Chapters Around the State

ANACORTES - The Anacortes chapter generally meets on the second Thursday of every third month (February, May, August and November) at 6:30 pm. Meetings are held in the Micro Aerodynamics hangar on the airport. *Contact Ken Davies, ifly4real@comcast.net, 360-675-7526.*

BREMERTON - Contact *Don Dickson at 360-620-5546 or donanjudy@tscenet.com* 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@olypen.com, 800-292-2978.*

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

DEER PARK - Deer Park chapter meets at the Deer Park Airport (KDEW) Administration Building on the last Thursday of the month, except in February, November and December. The Administration building is located near the south end of the airport. A potluck dinner begins at 6:30 pm, with an aviation-related program beginning at 7:15, followed by a short business meeting. Guests are always welcome. *For more information about Deer Park chapter and its activities, please contact Darold Schultz at 509-999-5835.*

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

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of each month, year round, at 10:00 am in Hangar 15 at Harvey Field. For more information on activities, please visit the WPA web site, click on the Harvey Field Chapter, and visit the Activities Calendar. *For more information contact Charles Hower at 425-418-7655.*

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

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

486-4502. Anyone in the Twisp area on Friday night is encouraged to come by the airport. Pilots gather every Friday night. Contact Bob Hoffman for more information - 509-997-8141.

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

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

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

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

SPOKANE - Meetings of the Spokane Chapter are usually held on the third Wednesday of each month over dinner at Marie Callander's Restaurant, beginning at 6:00 pm., located at 2111 N. Argonne in the Spokane Valley. Meeting program information and upcoming special events can always be found on the WPA webpage under the Spokane Chapter tab. *For more information, contact Chapter President Tom Morris, tmorris@comcast.net or call 509-924-5544.*

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

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

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the first Thursday of the month. *For meeting location and other details, contact Cindy Fahsholtz, President at 509-895-4061, email cindyfahsholtz@yvmh.org.*



Richland Fly-In, 2011

By Mike White, Tri-Cities Chapter President

The Richland Fly-In was a great success with fantastic weather and temperature, 80 degrees, and no wind. It began with a scrumptious barbecue, sponsored by the airport owner/manager, Port of Benton, on Friday June 24 at 1800 in Sundance Aviation's hangar. Hamburgers and hot dogs were grilled as supervised and handled by airport director, John Haackenson. All Fly-In volunteers and airport users were welcome. WPA Statewide President Dave Lucke flew in from Spokane and gave a pro-WPA address.



Fly-In sponsors included: Port of Benton, Sundance Aviation, EAA Chapter 391, JUB Engineers, Redline Automotive, and Mid Columbia 99s.

Saturday morning EAA Chapter 391 (Flying Tumbleweeds) provided a pancake breakfast which included eggs, hash browns and ham. A Young Eagles pilots' briefing was held during the breakfast and Young Eagles registration began in the Quonset Hangar at 0900. Marjy Leggett, Young Eagles Coordinator, presided.

Fifteen pilots and planes were on hand to fly Young Eagles. A total of 345 kids were given rides. Only one kid threw up, and that was in Bob Apa's 182. But, amazingly enough, he got it all in the barf bag. I learned the value of Zip-Loc barf bags from that! Flights continued till about 1700. I taught the pre-flight inspection course using an EAA chapter pilot's (Ed Keenan) C-150, which he flew in from Vista field, a 7 nautical-mile cross-country flight.

In addition to Young Eagles flights, an R-44, flown in by Alan Bly of Inland Helicopters, Spokane, was giving \$45 rides. There was also a static display from Washington Warbirds which consisted of an AT-6, flown in by John McKibbin from Vancouver, a Richland-based BT-15 and PT-13 Stearman, and a Focke Wulf P149 flown in by Peter Gschwender from Arlington. Lastly, a Romanian IAR-823 was flown in from Seattle by Bob and Robin Hill.

What's going on in Bremerton...

On Friday, August 12th at 6pm, we'll be having our summer barbeque potluck on the patio by the Airport Diner at Bremerton Nat. Airport. Come on out and join us for some great food and greater company.

On Saturday Sept 3rd (Labor Day weekend) the Bremerton Chapter and the Port of Bremerton will host the 15th annual Blackberry Festival Fly-In. We'll have classic cars, airplanes and WWII vehicles on display; EAA Chapter 406 will be conducting Young Eagles flights; Peninsula Helicopter will be providing helicopter rides; Avian Aeronautics and Flight Center will be having an open house; and the Airport Diner will have great food and Blackberry Pie all day. We're expecting some military iron and maybe some formation fly-bys. We'll have a shuttle bus providing runs for a nominal fee down to the Bremerton Boardwalk where the Blackberry Festival will be in full swing. The shuttle is free to folks who fly in and those who bring cars for display. We'll be awarding plaques for the nicest warbird, antique, home-built, classic, and contemporary airplanes and for the longest distance flown. The fly-in

is free to the public and there's no charge to register for judging your plane. So bring your plane and your family; win a plaque, go the Blackberry Festival, fly some Young Eagles and generally have a great day at the airport.

We are interviewing for our first scholarship for 2011. The Bremerton Chapter awards scholarships annually to young men and women who live on the Kitsap peninsula and show a keen interest in learning to fly. The scholarships provide up to \$3500 in matching funds toward a private pilot's license. More information on our scholarship can be found at our website: www.bremertonpilotsassociation.org.

GET YOUR BUSINESS OFF THE GROUND...

ADVERTISE IN WPA WINGS
AD RATES & INFO AT
[HTTP://WWW.WPAFLVS.ORG/WINGS.HTML](http://www.wpaflvs.org/wings.html)

WESTERN AVIATION
Trusted for Over 33 Years
509-534-7371

MENTION THIS AD AND GET \$50.00 OFF YOUR NEXT MAINTENANCE ANNUAL!

AVIONICS MAINTENANCE PILOT SUPPLIES

- Sales
- Service
- Installation
- Certifications
- Mobile Service

ANNUAL INSPECTIONS
•
ROUTINE MAINTENANCE
•
REPAIRS

The largest selection of pilot supplies & gifts in the Inland Empire.
If we don't have what you need, we'll help you find it!
877-99-PILOT



FAA Certified Repair Station
#GG6R560N
5505 E Rutter Ave, Spokane, WA 99212

Regal Aviation Insurance

Your Insurance Professionals
Representing All
Aviation Insurance Companies
Dedicated to General Aviation Since 1978

800-275-7345
503-640-4686
Fax 503-640-3071
5625 NE Elam Young Pkwy
Hillsboro, OR 97124

Two
Locations
To Serve
You

877-676-1229
208-676-1229
Fax 208-676-8638
1110 W. Park Place
Coeur d'Alene, ID 83814

www.regalaviation.com

www.regalavn.com



Aviation Academy Graduates 35 Students

By Kevin T. Kelly, Aviation Academy director

On Saturday, May 21, 2011, amid the General Aviation Day activities at Paine Field, 35 enthusiastic students culminated a four-week aviation learning experience with a graduation ceremony and a front seat flight to apply what they had learned.

Aviation Academy, sponsored by the Paine Field Chapter of the Washington Pilots Association (WPA) and Snohomish County Airport (Paine Field), is a ground school-like course that provides young adults (ages 13-18) with information about aviation careers, and what it takes to become a pilot. The program is taught by volunteer aviation professionals and enthusiasts, all with goal of sharing the joy of flight with the next generation. The course—held each spring at Everett Community College's Aviation Maintenance classrooms at Paine Field—consists of eight classes which include subjects such as weather, navigation, flight planning, Air Traffic Control, and Four Forces of Flight. Students also attend a field trip that includes a tour of the Paine Field airport environment, air traffic control tower, fire station, and the Museum of Flight Restoration Center. Other tours include visiting the Future of Flight Aviation Center & Boeing Tour and the Historic Flight at Kilo-6 facility at Paine Field. The program culminates with our graduation and flights on General Aviation Day, where

our graduates get to utilize what they have learned in a practical application.

The Aviation Academy program has been in existence for approximately 15 years, with the goal of cultivating an interest in aviation careers and the opportunities they provide. Over the past eight years, the Academy has introduced 258 young adults to the joy of flight and the information necessary to make informed decisions about a career path in the aviation and aerospace fields. Our Career Night class assembles aviation professionals and representatives from local universities to provide career and education backgrounds that pique the interest of our students and open their minds to new possibilities. Our program curriculum also covers all of the requirements necessary for members of the Boy Scouts of America to earn the Aviation merit badge. Past students have gone on to become professional pilots, flying for regional and major carriers.

Even if our graduates do not go on to work in the aerospace industry, or even fly recreationally, we strive to cultivate an understanding and appreciation of what aviation means to our communities, our nation, and our world.

For more information about Aviation Academy, please visit http://www.wpaflys.org/aviation_academy.html



Moore Aircraft Appraisal

Bill Moore
Senior Aircraft Appraiser
 Please contact me for appraisal cost information
 NAAA Certified Appraiser
Ph: 509 991.6133
Fax: 509 276.7070
moore3@ix.netcom.com

DYNAMIC PATHS

Specializing in treating fatigue, insomnia, irritability, restlessness and the prevention of hypertension and diabetes

Dr. Kristen Allott

Empowering Individuals to Meet Their Health Care Goals

www.dynamicpaths.com

206-579-2757

Okanogan-Ferry Co. WPA hosts annual Fathers' Day Breakfast Fly-in

The annual Father's Day Fly-In in Tonasket, Wa. is held annually on Father's Day; I say this because people ask me when it is all the time. Duh. This year it was held on the usual day. We kick off the event with a steak BBQ on Saturday night. Every year the weather is radically different. We can go from freezing wind to rain to sunshine in a matter of hours. We call this the sunny Okanogan weather; This year we started out with a light drizzle that lasted all day, but at least it wasn't cold, we told each other, and we didn't have to worry about sunburn either; Lee and Don lit the fire under the apple wood with a weed burner this year; The wind wasn't screaming, so we didn't have to worry about the grass catching fire; In fact, we've had so much rain this spring that the park was actually green! That was great.

The city allows RV parking in the park for FREE<so we usually have a group of Canadians who attend, and camp, and are glad to help out. This year we had 4 or 5. This seems like a small amount until you add 200 people and two blazing fires, plus picnic tables, dogs and kids. But somehow it always seems to work out smoothly.

We rush around at the last minute putting out the dinner fixins, and the steaks, and wait breathlessly for the health inspector to do his thing before we serve; This year he didn't show, so we grinned and started serving the public; I guess that's the process; It worked, anyway;

To serve we usually have a group of 4 or 5 adults, all volunteers. This year our crew consisted of the Junior Rodeo Queen, a young man who was heading for D.C. on a school trip, and a young lady who just loved to serve.. plus three adults. Young people are always full of fun and keep things interesting. What with all the running back and forth for more food, then waiting between runs of folks from town, we still served 190 meals. Since it was drizzling steadily, I think we had a great turn-out. The people of Okanogan County, and our local community always support our airport functions amazingly well. We are very proud of that fact.

At 8:00, when all the food was put away, and we were all pooped but smiling, the drizzle quit, the clouds moved on, and the sun came out; Doesn't that figure? It's always a treat to see the food canopy transformed into the kids' shelter too. The canopy is 8 poles long,.8 on each side. With 16 people, each toting a pole, they carry it

across the tarmac, through the transient parking, past the private fuel tank, and to the spot where the kids' rides are performed the next day. It should be filmed. The day ended with a crowd of folks in a hangar, gabbing and drinking root-beer floats provided by Paul and Vickie.

The next day started way too early. The Commanchero's get breakfast on early, and start serving guests at 7:00 !M; The commanchero's are a local group of rodeo people. They are all very good at what they do, which is considerable, in providing food for us at our event. They served 350 breakfasts of pancakes, scrambled eggs and ham<;all you can eat for \$5; Can't beat that.

At 8:00 we start flying the kids' free rides. Boy, do they ever love the rides. This year the ages for the rides was from 5 to 15. We have found that, if the kids are younger than 5, they usually can't see out of the windows, or just fall asleep. In either case, we have a little plywood airplane that is powered by a lawnmower engine, and the little ones grin just as big when they ride on that. As the registration person, I get to see them come back from their flight with beaming faces. They always receive a small toy for their reward, and that just seems to top off the fun of the day. The registration runs from 8:00 until 11:00, but we seem to have a few people who dribble in late and want to get the free rides for their kids. Then I have to turn the kids away, and that is just plain unpleasant, but the event is well advertised and the times are stressed for just that reason.

The Junior Rodeo Queen, and the Tonasket Rodeo Queen helped with the registration this year. Neither had ever been in an airplane, so one of the pilots, Bob Sandefur, gave them a flight after they were through with the kids; Now one of them wants to be a pilot; That's the reason for the whole show; We hope that we can spark the interest in young minds to fly, and 87 minds were touched this year with the excitement of flight. That's down about 20 over the last few years. The pilots seem to love giving the rides almost as much as the kids like getting them. Dave Hanna, Ryan Kester, Bob Sandefur, Don Grey and Jerry Allen were the pilots who donated their time and effort this year, and I am sure their hearts were blessed for it; We'd like to thank all those who helped with the efforts, as well as those who participated in the Fly-In. We hope next year will come off as good as this one has, barring the bad weather.

August 18th
4-7 PM

Garmin Open House and Seminars

2345 Turner Rd SE, Salem Oregon 97302

Come join us for this special event at Garmin AT located on the Salem, Oregon airport. The event will be from 4:00-7:00 pm on August 18th. Factory tours will be provided, and product seminars will be conducted in our spacious presentation rooms. Meet the engineers behind the magic and come see the place where avionics are designed and built.

We will have drawings for prizes, including an AERA 500 as the grand prize. In addition, we'll be handing out "seminar bucks" for additional discounts on select products and local avionics shops will be on hand to answer installation questions.

Flying in: You can park on the Garmin AT ramp, but we have limited space, or in transient parking across the field. We will have a shuttle van available to get you to Garmin AT. The shuttle will run every 15-20 minutes and the pick up will be next to Salem Air Center in the parking lot in front of the Flight Deck restaurant. Take the steps to the right of Salem Air Center to the parking lot and wait there. **Driving:** Garmin AT is at 2345 Turner RD SE. Plenty of parking is available.

We're cooking up hamburgers and hot dogs on our back patio overlooking the airport, so bring your appetite.

Please RSVP at www.garmin.com/aviation/rsvp Any questions email Wayne at wayne.mcgee@garmin.com

WPA Paine Field Chapter Awards Two Scholarships

by Kevin T. Kelly, Scholarship Committee Chair

On Saturday, July 9, 2011, the Paine Field Chapter of the Washington Pilots Association awarded two \$1,000 scholarships for aviation education. The Kurt Mason Aviation Education Scholarship was established to promote continued education in aviation-related fields or flight training. The scholarship program was named after long-time WPA member and Museum of Flight Restoration Center member, Kurt Mason. The program is set up to award one scholarship each year, but with only two (very deserving) applicants this year, the chapter decided to fund two awards.

Our two recipients are Aaron Rice and Jordan Allen. Aaron is currently attending Central Washington University in the Department of Aviation, and he is a 2006 Aviation Academy graduate. Jordan is currently in primary flight training at



Crest Airpark (recently soloed), and will be attending Big Bend Community College's aviation program this fall.

On hand for the first annual presentation of the scholarship award were members of Kurt Mason's family; his wife, Joann; son, Kevin, and his wife; daughter, Kim, and her husband.

We congratulate the scholarship recipients and thank those who helped put the program together, especially our scholarship committee members: Dave Wheeler, Les Smith, Jim Morgan, and Karen Reid

Newly Repaved Runway Reopens

Freshly repaved and restriped, the main runway at Skagit Regional Airport reopened at 4 p.m. on Friday, June 17, after a six-week construction closure.

"The runway is open one week ahead of schedule thanks to the hard work of Interwest Construction, Precision Approach Engineering, and our Airport Supervisor, Bob Nord," said Sara Young, manager of planning and environmental services at the Port of Skagit, which owns and operates the airport. "Thanks very much to our great project team."

The construction work was a major portion of the Runway 10-28 Overlay and Underdrain Improvements project, which began May 3. Interwest Construction Inc., Burlington, is the general contractor for the \$2.5 million project, while the Bellingham office of Precision Approach Engineering designed the project and is providing project oversight. According to project records, 82 people have taken part in the work.

The project replaced the runway's failed underdrain system with a new system located outside the boundaries of the runway pavement. Then a 2-inch-thick maintenance overlay, compatible with the pending crown conversion, was placed on the runway to limit further deterioration of the surface. Lenses on runway edge lights in the last 2,000 of the runway were replaced, and wildlife deterrent fencing is being installed.

The project will require one final, brief closure of both R/W 10-28 and R/W 04-22 in late July to complete the final coat of pavement marking and restore the R/W 04 threshold to its original position.

The second phase of the 10-28 project, taking place during the summer of 2012, will convert the runway's surface into a crown section, shifting the highest part of the runway from the northern edge to the centerline. At the same time, the eastern 1,500 feet of the runway will be raised approximately five feet to make it more compatible with aircraft currently using the airport.

The Port of Skagit is maintaining a page on its web site throughout the project to give airport users and the general public access to up-to-date information about the ongoing work. The page is located at <http://www.portofskagit.com/skagit-regional-airport/runway-10-28-rehabilitation/>.



Cessna N54635 makes the first landing on the new surface of Runway 10-28 at Skagit Regional Airport shortly after 4 p.m. on Friday, June 17.

**NW Bi-Plane Fly in,
KSFF, July 15 -17**

Photos by George Perks

The Northwest Bi-Annual Biplane Fly-In had its beginnings in the mind of Dr. Dan Abbott approximately fifteen years ago. Dan is a long-time tenant at Felts Field, and loves his own biplane, a Pitts Special, which he keeps haggard at the east end of the airport. The fly-in started off relatively small with only a handful of airplanes attending; but has continued to grow year after year to 2011's impressive total of 61 aircraft.

Spokane's Biplane Fly-In has its roots in the Blakesburg, Iowa Antique Airplane Fly-In, which is an event held at Antique Airfield, located a few miles West, Southwest of Ottumwa, Iowa. It is a yearly event that occurs over the Labor Day weekend. This year Antique Airfield is celebrating it's 40th birthday. It always draws the "Best of the Best" in the area of antique aircraft. The name Blakesburg comes from the name of the nearest crossroads. Antique Airfield is home to the Club, the Antique Airplane Association, Library of Flight, and the Airpower Museum.

One of the other inspiring events is the National Stearman Fly-In at Galesburg, Ill Municipal Airport, approximately 50 miles east of the Mississippi. The first year of the fly-in brought 27 planes in 1972. Now the fly-in welcomes more than 100 Stearman owners from across the country as well as restorers of World War II-era biplanes. This year will be the 39th anniversary of the event, which is scheduled for September 5-10.

The Northwest Biplane Fly-In as usual on Saturday morning saw a mass exodus of aircraft to Deer Park Airport after an 8:15am briefing of pilots by Jeff Hamilton. While at Deer Park pilots participated in flour-bombing contests as well as a spot landing contest. The flour-bombing event was won by Byard Taylor with Christian Sturm coming in second and Dr. Brent Blue of Driggs, Idaho, taking the number three slot in his beautiful 450 Stearman. Ryan Pemberton came in first in the spot-landing contest, with Andy Bradford and Christian Sturm taking second and third.

The planes started returning to Felts around 10:00am where there was airplane judging and several fly-bys. Judging of the aircraft became impossible, as so many great machines were present. The final award was announced as, "Some really good old stuff."

This years T-shirts were the best yet, proudly showing a picture of the newly restored and functioning "neon saluting" Chevron Gas Man. This year's event was dedicated to Kyle and Amanda Franklin who sustained an aircraft malfunction while performing an air show earlier in the year. Proceeds from a raffle drawing will go to help with their medical bills.

The annual Saturday evening spaghetti dinner got underway at 6:00pm at the maintenance building, and was attended by a record 150 aviation enthusiasts. The program, entitled "Flight of the Vin Fiz", recounted the 1911 Transcontinental Flight by Cal Rodgers in a Wright EX Flyer dubbed the Vin Fiz. Rodgers took up the challenge to compete for the \$50,000 prize that publisher William Randolph Hearst offered to the first pilot to fly across the United States within 30 days. Although not winning the prize, Rodgers completed the 4,000 mile journey in 49 days and 82 flying hours. Mike Lavelle, Director of Public Programs at the Seattle Museum of Flight, was to have given the program, however he had a last minute change of plans, and the program was presented by Addison Pemberton, who did a fabulous job.

Let us bring out your plane's best appearance!

WING WAXERS

- ✦ Aircraft Detailing
- ✦ Aluminum Polishing
- ✦ Paint Work & Repairs
- ✦ Internal Corrosion Treatments

Established 1989

✦ **Aircraft Detailing:** Unique De-oxidation & Teflon Sealant that restores and protects your paint for the next year. ✦ **Aluminum Polishing:** The ultimate in bright work that offers the closest to chrome look. ✦ **Paint Work & Repairs:** Competitive prices and professional finish second to none. ✦ **Internal Corrosion Treatments:** 2 year treatments with T-9 BoeShield.

Whether you're selling your plane, considering repainting, or protecting your investment, call us first! Discover what thousands of aircraft owners across the nation have come to appreciate.

Wing Waxers Northwest
Professional Aircraft Detailing Services! Located in Everett, WA (Paine Field)

Washington Sector Call: 425-787-6280 Cell: 425-314-4338
Web: www.wingwaxersnw.com • Email: wingwaxerswa@gmail.com

AVIATION ATTORNEY

U.S. and International
General Aviation Accidents
Major Airline Disasters
And Other Aviation Matters

Hedrick Law Firm PS
800 Fifth Avenue, Ste. 4000
Seattle, WA 98104
(206) 464-1177
www.air-law.com

WPA CALENDAR OF EVENTS

August 2, 2011 (Tuesday)

Arlington Chapter @ NASA Restaurant 6:00 pm

August 3, 2011 (Wednesday)

North Sound Chapter 9:00 am

August 4, 2011 (Thursday)

Yakima Valley Chapter

Free Admission www.museumofflight.org

Seafair www.seafair.com

August 5, 2011 (Friday)

Paine Chapter 6:30 pm

Seafair www.seafair.com

August 6, 2011 (Saturday)

Seafair www.seafair.com

EAA Breakfast @ 7S3 (Oregon) www.eaa105.org

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Flying Heritage Collection Luftwaffe Day www.flyingheritage.com

August 7, 2011 (Sunday)

Seafair www.seafair.com

August 9, 2011 (Tuesday)

Anacortes Chapter @ Micro Aerodynamics hangar 6:30 pm

August 10, 2011 (Wednesday)

North Sound Chapter 9:00 am

August 13, 2011 (Saturday)

Harvey Field Chapter @ Snohomish Flying Service 10:00 am

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Poker Run - Green River Chapter

August 17, 2011 (Wednesday)

North Sound Chapter 9:00 am

Olympia Chapter Meeting @ Pearson Air 7:00 pm

August 18, 2011 (Thursday)

Clallam County Chapter @ Rite Bros. Aviation 7:00 pm

Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

August 20, 2011 (Saturday)

Props and Ponies www.heritageflight.org

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Flying Heritage Collection Battle of Britain www.flyingheritage.com

Air Rally @ 3W5

August 24, 2011 (Wednesday)

North Sound Chapter 9:00 am

Republic Fly-In wingsoverrepublic.com

August 25, 2011 (Thursday)

Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm

Republic Fly-In wingsoverrepublic.com

August 26, 2011 (Friday)

Republic Fly-In wingsoverrepublic.com

August 27, 2011 (Saturday)

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Flying Heritage Collection Ground Attack Day www.flyingheritage.com

August 31, 2011 (Wednesday)

North Sound Chapter 9:00 am

September 1, 2011 (Thursday)

Yakima Valley Chapter

Free Admission www.museumofflight.org

September 2, 2011 (Friday)

Paine Chapter 6:30 pm

September 3, 2011 (Saturday)

EAA Breakfast @ 7S3 (Oregon) www.eaa105.org

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Bremerton Blackberry Festival Fly-In www.blackberryfestival.org/fly

September 6, 2011 (Tuesday)

Arlington Chapter @ NASA Restaurant 6:00 pm

September 7, 2011 (Wednesday)

North Sound Chapter 9:00 am

September 9, 2011 (Friday)

WAAAM Hood River Fly-in 2011 www.waaamuseum.org

September 10, 2011 (Saturday)

Harvey Field Chapter @ Snohomish Flying Service 10:00 am

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Flying Heritage Collection Eastern Front Day www.flyingheritage.com

September 14, 2011 (Wednesday)

North Sound Chapter 9:00 am

September 15, 2011 (Thursday)

Clallam County Chapter @ Rite Bros. Aviation 7:00 pm

Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

September 17, 2011 (Saturday)

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Corn Boil and Chili Feed Open Cockpit Day @ 3W5 skagitaero.com

September 21, 2011 (Wednesday)

North Sound Chapter 9:00 am

Olympia Chapter Meeting @ Pearson Air 7:00 pm

Green River Chapter @ Auburn Firehouse 7:00pm

September 22, 2011 (Thursday)

Southwest/Vancouver Chapter @ Fire Station on Dollars Corner 7:00 pm

September 24, 2011 (Saturday)

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Flying Heritage Collection B-25 Day www.flyingheritage.com

September 28, 2011 (Wednesday)

North Sound Chapter 9:00 am

September 29, 2011 (Thursday)

Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm

FYI, for those that might be flying into Johnson Creek, Idaho

By Frank W. Lester, Idaho Division of Aeronautics.

It is our responsibility as pilots to ensure an orderly and safe flow of traffic in and around Idaho's backcountry airports. The FAA Airport/Facility Directory, the Idaho Division of Aeronautics Airport/Facility Directory, and Galen Hanselman's Fly Idaho are three sources that provide the most current approach and departure recommendations to the most popular airports. Information passed by word of mouth or over the Internet, although well-intended, can skew these recommendations and inadvertently mislead others into attempting maneuvers beyond their abilities or better judgment. Recent events indicate that misinformation about the traffic pattern at Johnson Creek is being circulated, creating a potentially unsafe situation. The following is meant to correct any misunderstandings as to what patterns are flown, when, and why.

It was Emma Bryant's graciousness and generosity that provided the land on which Johnson Creek now sits. The Bryant family, whose ranch house sits on the hill at the south end of the airport, fully supports all flying activities at Johnson Creek. However, they have three requests of those flying into Johnson Creek:

First, under normal conditions, make all landings to the south and all takeoffs to the north. Second, landings to the north are permitted whenever the pilot decides, based on weather and not convenience, that a landing to the south is unsafe or unwarranted. However, offset your base leg to the south and final approach to the east to avoid overflying the house. Lastly, takeoffs to the south are strongly discouraged: your takeoff path is directly toward the ranch house; you are taking off toward rising terrain; and a marginally performing aircraft, struggling to stay airborne, flying passed their living room window is very disconcerting. In the recent past, high density altitudes led to three accidents and seven fatalities, each aircraft failing to out climb the rising terrain to the south. Unfavorable southerly winds generally occur in the late afternoon when aircraft should remain on the ground until more favorable conditions prevail. As a courtesy

to the Bryant family, we should honor their requests.

One last item: noise is our greatest enemy in the backcountry. Most of the airplanes we fly are noisy and sound travels great distances in the canyons. That sound amplifies tremendously when we fly in formation, make low passes, and multiple takeoffs and landings. Johnson Creek and the nearby village of Yellow Pine represent a cross-section of the local population and those that come to enjoy our pristine mountain beauty. Not all of them are pilots, yet all of us share the same purpose and must find a way to enjoy our pursuits without treading on those of our neighbors. Please enjoy our airports, but also be considerate. Sincerely, Frank W. Lester, Jr. Safety/Education Coordinator Idaho Division of Aeronautics

ORS Happenings...

(Continued from page 7)

proactive participation in the community, and have approved an interlocal agreement with Orcas Island Park and Recreation District to provide a loan of \$65,000 start-up funds for operations and programs until tax revenues become available to OIPRD next spring.

Earlier this spring, the port hosted 44 Young Eagles who flew with local pilots. The Old Buzzards will have to wait for another year to flex their wings. We also had the first-ever Truckapalooza to raise funds (\$1500 so far) for uninsured/underinsured island family medical care.

With our current apron improvement construction project underway, the south ramp will be closed until near the end of August. When completed, the port will gain about 2 acres of permeable surface, where a bedding-and-turf surface (complete with tiedown rings) will replace former asphalt, the old asphalt being milled for re-use. Construction will continue through the weekend of the fly-in, but rest assured that the fly-in will go on, punctuated by the snack shack, pancake breakfasts both Saturday and Sunday mornings, a classic car and motorcycle rally/display, radio-controlled aircraft in flight, and static displays on the field.

Registration is, as always, free – and tiedown fees have been suspended for Friday and Saturday nights. Camp out on the field or at Moran State Park, stay in a local B&B, but come and visit the island this summer. It's a traffic-light-free island that is guaranteed to lull you into 'island time' where you can slow down from the bustle of everyday life and enjoy slow food, slow activities (sailing, horseback riding, kayaking), and return home rested and ready to stop at all the mainland stoplights!

The port website provides additional information: www.portoforcas.com, as does www.orcaschamber.com and you can always e-mail orcasairport@rockisland.com or call 360.376.5285. Come and visit this summer---or any other time of the year. You'll love it here!

12th Annual Wings Over Republic Fly-In
August 26, 27, 28 2011

Public Welcome! Admission and Parking FREE

Friday, August 26: \$6 Lunch available Noon-2 p.m. • "R-49 Burger" Barbeque 5-7 p.m. • Camp under your wing or free shuttle to motels.
Saturday, August 27: \$6 Pancake breakfast 7 a.m.-10 a.m. • \$6 Lunch available Noon-2 p.m.; \$11 steak dinner 5-7 p.m. Live music, entertainment, door prizes, Curlew Lake excursions, free tours to towns of Republic & Curlew, Stonerose Fossil Center, 100-year old Merry-Go-Round, Ansoorge Hotel, Kettle River, Ronald McDonald Gravesite, Curlew Car & Truck Museum. Camp under your wing or free shuttle to motels.
Sunday August 28: \$6 Pancake breakfast 7 a.m.-11 a.m.

Republic, Ferry County WA R49 Runway 17/35, 3480'x60'
Paved and Lighted w/VASI on Runway 35
Pilots: Check NOTAM prior to flying in!
Information: jsmith@rcabletv.com • (509) 775-3911
Info during Fly-In only: (509) 775-2138
Website: www.wingsoverrepublic.com

Photo by Al & Esther Blahut