



Wings

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Serving Washington Pilots Since 1960

AUGUST - SEPTEMBER 2016

President's Message...



Jim Posner,
WPA President

The biggest news in decades for General Aviation is the passage of the sweeping changes in the third class medical requirements! President Obama signed the legislation today (July 15th) into law. Getting thousands of grounded pilots back in the air will mean a lot for our economy and General Aviation overall. More aircraft will be purchased and maintained, flight schools will benefit, fuel sales will soar; the list goes on.

Self-certification on a leg-by-leg basis of every flight is something we have been doing for as long as we have been flying. Now it will be recognized as a legitimate way to determine fitness for at least the type of flying that we all do (non-commercial) with the blessing of the pilot's own personal physician, not someone in Oklahoma City.

There are still hoops to jump through, both initially and periodically on an on-going basis. Check out this new legislation on AOPA's website.

On the recruiting front, we continue to sign up new members. Seven at the Arlington Airshow alone. We've so far signed up over 131 since the aviation conference in Puyallup this year representing predominantly new members and over 406 since the first of the year which includes renewals. We now have a total of 883 members. At the end of 2015 we had 958 members, so we lost quite a few at the beginning of 2016 but are getting them back and attracting many new ones with our pro-active recruiting program. We do have a ways to go, though (75 just to get back to the 2015 level). So...

By far, the best recruiters are our current members because we all know what value we get out of our membership. If all current members pitch in and sign up their friends and those they encounter at the airport and aviation events, we can easily get our numbers up to what they should be. Please help. It's in our best interests to have as strong a voice as we can when trying to convince local and state government officials that our causes are good and that they need to get behind them. Don't forget about the signing gifts (free WPA logo hat and name badge for the new member) plus your gifts for recruiting (sign up three and you get a logo shirt, sign up five and you get a logo jacket) as well as a mention in WINGS. Thanks!

On June 5th, the Green River chapter and the Puget Sound Antique Airplane Club put on a fabulous hangar party at the Evergreen Sky Ranch which I was delighted to attend. Plenty of airplanes and great food! John Smutny hosted the event at his gorgeous house.

(Continued on page 2)

AOPA Lands at Bremerton Natl Airport - Regional Fly-In Aug. 20th!

By Jim Posner

The Aircraft Owners and Pilots Association (AOPA) is holding only four regional fly-ins during 2016. Bremerton was selected to be the one in the Northwest. Others are in Arizona, Michigan and North Carolina. Attendees will be coming from all over the Northwest and Canada. It'll be the "not to be missed" event of the year in this area!

Enjoy the Barnstormers dinner on Friday evening, August 19th. Stay overnight at our spacious campground or at one of the great hotels in downtown Bremerton. Saturday morning feast on the pancake breakfast and stay the whole day to enjoy the many exhibits, seminars and town hall meeting featuring AOPA's president, Mark Baker. A limited number of slots for a tour of one of the active duty aircraft carriers that call Bremerton home are available.

There will be over 55 exhibitors showing their latest products as well as speakers such as Julie Clark, the won-

derful aerobatic show pilot, Adrian Eichhorn talking about risk management in flying and Thomas Daugherty from ForeFlight showing the latest features in their flight planning and in-flight iPad app.

If you would like to attend the popular

(Continued on page 2)



ABOVE: People and airplanes will gather at the Bremerton National Airport in August for the AOPA Regional Fly-In.



LEFT: The B-25D Mitchell bomber nicknamed Grumpy and belonging to Historic Flight Foundation will be on hand at the Bremerton Airport for the AOPA Fly-In. Pictured left, Vera Martinovich, who is qualified to fly the B-25, points out other attractions to airport visitors.

Government Affairs Report

By Blake McKinley, Jr.

On July 15, 2016 a fourteen month extension to reauthorize funding for the FAA was signed by the President. Contained within this extension was the Pilots Bill of Rights-2 (PBOR-2) which contained Class III Medical Reform, among other things. While the FAA funding will need to be rehashed again before the extension expires in fourteen months, PBOR-2 has become law.

In previous WINGS reports I have summarized the highlights of the medical reform portion of the PBOR-2.

- Aircraft Specs: No more than six seats or 6,000 lbs. and no limitations on horsepower, number of engines, or gear type.
- Flight Rules: Includes VFR and IFR as well as day and night operations.
- Passengers: No more than five passengers.
- Aeromedical Training: Take a free online course every two years.
- Altitude Restrictions: Up to 18,000 feet MSL. (Previously I had commented that this restriction should be based on aircraft design specifications and not an arbitrary altitude restriction. I still believe that to be the case. My suspicion is that this was a concession adopted to appease the airline lobby.)
- Airspeed Limitations: 250 knots indicated. (Again, I believe this should be based on aircraft design specifications and not an arbitrary

speed restriction.)

- Pilot Limitations: No compensation for hire activities. (Current Class III medical operations don't allow this either.)

The Class III medical will still be an option if your aircraft operational specifications allow operations above 18,000 MSL and/or speeds faster than 250 KIAS and/or is capable of carrying more than five passengers.

It is important to understand that signing this legislation into law has not actually created any new regulations that benefit pilots immediately. The legislation has created the framework for the FAA to create these regulations. The FAA has up to a year to develop and enact regulations that meet the requirements of the new law. After either the FAA has enacted the new regulations or one year has passed from the date the President signed this legislation, the reforms will take effect. This will mean that thereafter many pilots will be able to fly without ever needing to take another FAA medical examination.

This process has required a long fight that extended back to 1979 when the AOPA petitioned the FAA to make the Class III medical valid for three years instead of two. In the 1980's the AOPA began to petition the FAA to create a new certificate category, the Recreational Pilot Certificate. Originally the Recreational Pilot Certificate would allow flight operations with a valid driver's license in lieu of a medical requirement. This provision did not make it through the final rule making process. Efforts through the 1990's forward to modify the duration of the Class III medical persisted as did efforts that resulted in the Light Sport Aircraft category and the Sport Pilot Certificate. For over a decade Sport Pilots have been flying safely using only a valid driver's license to meet the medical requirement.

On a national level, in 2012 the AOPA and EAA joined forces to petition the FAA, through key Representatives and Senators and the General Aviation Caucus, with regard to the reform effort that resulted in this new law. It is important to note that the cur-

rent law is much less limiting than what these organizations were originally lobbying for. For instance, the original altitude restriction was 14,000 feet MSL, not 18,000 feet MSL.

Ultimately the hope is that the medical reform will create a conduit that will allow more pilots to either join or rejoin the ranks of pilot in command. In the meantime, the next effort will be to work with the FAA to ensure that the process of translating the new law into new regulations will result in language that makes sense and are workable.

Does the new law benefit only pilots from July 15, 2016 forward? The answer is no. The reforms benefit pilots who have held a valid medical certificate at any point in the previous ten years. This is true of both regular and special issuance medicals. However, if your medical certificate was revoked, suspended, withdrawn, or denied then you will need to obtain at least a Class III medical certificate before being eligible to operate under the current reforms. Student pilots will need to go through the process one time only. After meeting the initial requirements to fly under the new reforms, pilots will need to visit a physician at least once every four years and take a free online aeromedical factors course every two years.

Over the next year there will still be a lot of work that needs to be done. This includes working with the FAA to end up with reasonable regulations as well as educating physicians and other members of the health care team. I am confident that the AOPA and EAA will continue to work together on this ongoing effort.

These efforts underline the importance of membership to national organizations such as the AOPA and EAA, and others. Organizations such as the WPA work in the background on national issues such as the PBOR-2 and more in the forefront at the state and local levels, for instance our efforts through the Washington State Aviation Alliance to redirect Aircraft Excise tax dollars from the General Fund to the WSDOT-Aviation account. Your membership and participation in the WPA at the state and chapter level is very important as well.

Bremerton National

8850 SW State Highway 3 Port Orchard, WA 98367



Bremerton National is served by a fully instrumented runway, providing precision and non-precision approaches. The long 6,000 foot runway and wide open spaces provide an excellent training environment for fixed and rotary wing pilots. A main attraction is the Airport Diner, known for its delicious fish and chips. Bremerton National is a short flight from anywhere in the Puget Sound Region and serves as the gateway into the beautiful Kitsap Peninsula and surrounding recreational facilities.

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

AIRPORT CHARACTERISTICS

Location	Service Classification	Approach
Legislative Dist: 26	Federal: General Aviation Airport	Airport Elevation: 439
Associated City: Bremerton	State: Regional	Approach Category: A: < 91 knots
County: Kitsap		
Organizational Structure	Runway(s)	Type of Airport
Ownership Type: Port	Number: 2	FAA: IsA
Owner: Port of Bremerton	Type(s): Asphalt, Other	Description: Piper Seneca

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
AIS Last Updated: 12/14/2011			
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet 3
Air Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	Multi-Engine 11
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine 174
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based 5
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Glider 0
Wildland Firefighting	<input type="checkbox"/>	<input type="checkbox"/>	Military 0
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight 1
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane 0
Civil Air Patrol	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Total 194
Cargo Activity	<input type="checkbox"/>	<input type="checkbox"/>	Fixed Based Operators
Flight Training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIS Last Updated: 12/29/2010
Commercial Carrier Activity	<input type="checkbox"/>	<input type="checkbox"/>	No. of FBOs 1
			Number of Cargo Carriers -
			Total Cargo Volume (Tons) -
			Ground Transportation
			AIS Last Updated: 12/29/2010
			Bus Service <input type="checkbox"/>
			Taxi Service <input checked="" type="checkbox"/>
			Marine Service <input type="checkbox"/>
			Rail Service <input type="checkbox"/>
			Shuttle Service <input type="checkbox"/>
			Limo Town Car <input type="checkbox"/>
			Other Ground Transportation <input checked="" type="checkbox"/>

Comparison by State Classification

Airport	Classification	
	Low	High
Based Aircraft	194	5 658
Operations	64,577	4,254 142,000

Commercial Enplanements*

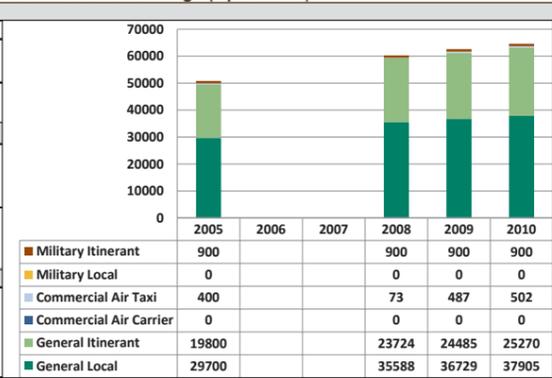
2010	-
2009	-
2008	-

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

Fuel Service

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

Take Offs and Landings (Operations)



Airport Businesses and Visitors

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



NOTE: All impacts are shown in 2010 dollars.

ECONOMIC IMPACTS

AIRPORT BUSINESSES

Counties in Impact Region: Kitsap
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	269	262	531
Labor Income	\$ 14,000,000	\$ 10,500,000	\$ 24,500,000
Output	\$ 51,200,000	\$ 32,100,000	\$ 83,300,000

VISITOR SPENDING

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

Estimated Regional Impacts from Visitor Spending

Total Estimated Visitor Spending:	\$ 1,170,000				
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	12	6	18	94,000	0.02%
Labor Income	\$ 329,000	\$ 281,000	\$ 610,000	\$ 3,311,700,000	0.02%
Output	\$ 998,000	\$ 869,000	\$ 1,867,000	\$ 10,160,600,000	0.02%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 304,000	\$ 118,000	\$ 272,000	\$ 1,100,000	\$ 1,794,000
Visitors	\$ 8,400	\$ 8,900	\$ 8,800	\$ 57,000	\$ 83,100
Total	\$ 312,400	\$ 126,900	\$ 280,800	\$ 1,157,000	\$ 1,877,100

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.



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Bremerton National Airport Restaurant features fish and chips.

Bremerton Regional Fly-In

(Continued from page 1)

“Rusty Pilots Seminar”, it is being held on Saturday morning from 7:30 to 10:30.

Fly or drive into the event as we will have more than adequate parking and easy access – see the NOTAM that describes how to fly here safely. If you want to land your seaplane on water, Long Lake is set up to accommodate you if you make a reservation as space is limited. Shuttle service is being provided from Long Lake to the airport.

There will be plenty of food at the airport diner or from the several food trucks that will be there.

A new children’s playground with an aviation theme will be finished in time

for the event so bring your kids! Lots of aircraft will be on display including some offering rides. A B-25 will be on hand. Vendor booths will be showing the latest in aviation products. Lots to do!

The FBO at Bremerton is actually two organizations. Avian Aeronautics is the maintenance group and a full engine overhaul shop. Avian Flight Center is the flight training side of the house. Pat and Gin Heseltine are the owners and operators of both facilities and have been in operation since 1986. The maintenance shop does all of the work on my Bonanza, keeping her very happy.

We started the process of attracting the AOPA to use Bremerton as their event site two years ago when it was held in Spokane. We started a relationship with the event management staff and explained how Bremerton airport would be ideal for a venue. A year ago we, along with the CEO of the Port of Bremerton, attended the event in Salinas, California to deepen that relationship and learn how the AOPA likes to put on these Fly-Ins. A very comprehensive proposal was put together by the Port which persuaded the AOPA to choose Bremerton.

President’s Message (Continued from page 1)

The Arlington Airshow was its usual quality event and featured many aircraft and activities. Lots of WPA members were there to renew acquaintances and talk about aviation. Hope to see you all there again next year.

In future issues of WINGS, we are going to feature our chapters as well as airports. Each chapter has its own history, interesting facts, frequent events and great people to get to know. As we get around to your chapter, think about what you would like the rest of the WPA membership to know about you and some of your members. We’re a big family and we’d like it to feel that way!

We’re only about a month away from the

AOPA Bremerton Fly-In being held on August 20th with the Barnstormers dinner the evening before, aircraft carrier tours on that Friday (the 19th), and a BBQ after the event on Saturday with live music. Check for sign-up requirements and reservation slot limitations. There will be lots to do, learn, see and experience including a Town Meeting with Mark Baker, AOPA’s president. I’m sure that he will be giving us all the latest intel on the medical reform bill success as well as other important GA issues! There will be plenty of space to camp under your wing, so plan to make a mini-vacation out of it.

Let’s Fly – Safely and Often!



Pegging the “fun” meter:

Washington Pilots Association

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WPA Website:

<http://www.wpaflys.org>



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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.

Snake River State Airports- A Hidden Destination

By Tom Morris

There are three State Airports on the Snake River between the Tri-Cities and Lewiston, Idaho. They include Lower Monumental (W09), Little Goose (16W), and Lower Granite (00W). Each is located near the associated Dam and Locks on that portion of the Snake River.

The airports were used to fly engineers from Portland to and from the Dams during construction. Lower Granite, the last Dam constructed, was finished in 1975. The Port of Whitman engineered and built Boyer Park and Marina to take advantage of the lake water that was formed behind Little Goose Dam.

Boyer Park is three miles below (downstream) Lower Granite Dam. Built as a recreational facility, it has grown and continues to increase in popularity, with year around camping, hotel rooms, cabins and a marina. You will find fishing, hunting, boating, hiking as some of the draw. New operators Leo and Terri Haas have enhanced the dining experience, in my opinion, to a near 5 Star Restaurant experience. Leo has been around the world as a chef for a major hotel corporation. He and Terri decided to settle at Boyer Park and make a true resort out of it. Since their arrival, visitation has increased to allow more RV camping sites to be made, cabins to be built and new asphalt to be laid in previously

gravel RV camping sites. The day use area was updated and provides for a great day at the park! The Restaurant hours of operation and dining times change with the seasons. Please call to get confirmed times and make reservations if you have a large party to dine. (509-397-3208)

Leo and Terri have offered a \$10 discount for WPA members wishing to use the cabins to stay and visit the facility. WPA members will receive a \$50/night rate to use the cabins. They must be reserved before the intended camping dates. The cabins sleep 4 using queen bunk-beds. Linen can be rented for the stay for \$15. The cabins are heated and have air-conditioning. A microwave and small refrigerator are in the cabin as well as a table and chairs. There is a fire ring outside as well as a picnic table and car parking next to the cabin. There is NO Plumbing, but the showers and bathrooms are only a short walk away.

I have been going to the Lower Granite Dam Recreational Area since before the dam was built. It has now become a Recreational Destination and needs to be shared with those who enjoy getting out and having a great time on and near the water. Check out the Boyer Park website, and then plan your check-in. www.boyerpark.com 509-397-3208



The cabins at Boyer Park offer sleeping accommodations for four at a discount for WPA Members.



If swimming, boating, hiking and fishing aren't enough for the kids, a play area has been provided.



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360.705.1296
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RV-7



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Cessna T210



Cessna 182

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PRICE AND AVAILABILITY SUBJECT TO CHANGE.

WPA Chapters Around the State

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

ANACORTES - The Anacortes chapter generally meets on the second Thursday of every third month (February, May, August and November) at 6:30 pm. Meetings are held in the Micro Aerodynamics hangar on the airport. **Contact Chapter President Karl Fischbach, TeamFischbach@gmail.net, 360-770-4260.**

ARLINGTON - The Arlington Chapter meets the first Wednesday of each month at Arlington Flight Services FBO on the airport. A no host dinner is at 6 PM and the meeting starts at 7 PM. **For more information feel free to contact Michael Talley at 425-359-0133.**

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

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

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

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 Shane Mahoney at shane@skynetbb.com, 360-802-2300.**

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of each month, year round, at 10:00 am in Hangar 15 at Harvey Field. For more information on activities, please visit the WPA web site, click on the Harvey Field Chapter, and visit the Activities Calendar. **For more information contact Sandy Burn at 801-673-4380.**

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

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

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

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

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

SPOKANE - Meetings are usually held on the third Wednesday of each month at 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 Donna Childs at Cloud_Jockey@msn.com, 208 699 7394.**

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

TWIN HARBORS - The Twin Harbors chapter meets the second Tuesday of the month at 6:00 pm in Ocean Shores, location TBD. **For meeting details and more info, contact Fred Winge, fwinge@techline.com, 360-289-4186.**

WENATCHEE - **Don Flick, donaadflick@nwi.net, 509-885-6105**

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

Moore Aircraft Appraisal

Bill Moore

Senior Aircraft Appraiser

Please contact me for appraisal cost information

Ph: 509 991.6133

Fax: 509 276.7070

bill.flo.moore@gmail.com



Airports Report



By Tom Jensen
Airport Affairs

The Stuart Island "Emergency Runway NOTAM" on the WPAFLYS.org website has been suspended. It has been replaced with a WPA NOTAM to WPA Members" regarding landing permissions and use of the airstrip at Stuart Island. This has been developed in cooperation with the owners' association with and will be used as a briefing when reservations are requested to visit the airport or stay at the island. The updated parking map will also be briefed.

WSDOT will update the FAA Master Record to more accurately reflect the na-

ture and use of the 7WA5 airstrip to hopefully reduce unpermitted use. Meanwhile, the cabin is a great benefit of WPA membership and reservations are picking up in spite of the weather.

Adopt-an-Airport volunteer sponsors are needed for Bandera, Copalis, Easton, Lower Monumental, Methow, Stehakin and Woodland State Airports. WSDOT needs the help and formalizing a sponsorship can be a great way to fire up chapter activity.

A Sullivan Lake State Airport work party is scheduled for August 13, supported by WPA Deer Park, The RAF and WSPA.

Members who care about protecting and improving YOUR state airport, please take the time to comment on 2014-2017 Airport Layout Plans on the WSDOT Aviation website. Your feedback and interest will help to drive your tax dollars to the most effective uses for benefit of General Aviation.

Membership Report



Brandon Freeman
Membership Director

This will be a short report. The past month has been quiet relative to the previous months since Puyallup. Currently our state-wide membership number is approximately 879. This is 9 over my last report in June. I say "approximately", because at the time

of this writing, a few members had just been signed up, but management system issues prevent the final step from occurring at the moment. The numbers are shown in the accompanying spreadsheet.

This year's Arlington Fly In begins tomorrow. We will once again maintain a presence in the main exhibitor tent. I've kept up a conversation with Brice regarding cooperation between WPA and FATPNW, and we're going to try to share membership info and material between each other over the course of the weekend. He and I may also look into

livestreaming on the FATPNW page using a new function called "Facebook Live". It works exactly as it sounds, with you taking a video from your phone like normal, but it is broadcast live onto the Facebook page. I see a fantastic opportunity here for mentioning WPA for members of FATPNW who can and cannot make it to the show. At least count, there are close to 4000 members in this group. With over half from Washington State and a captive audience...well, it's a great opportunity. If you're on the group, keep an eye out for this.

One bookkeeping item I would like to see brought up is to take care of the duplicates in the 2016 manifest. If the members concerned are fine with this, let's consider their 2017 dues paid and move their extra entries over to there.

Again, the month over month numbers keep trending up. Let's keep going with this. Something as simple as inviting your flying buddy to your chapter meeting or flying function could go a long way toward introducing a new member to our ranks. You don't have to have "Posner's Powers of Persuasion (trademark pending)", but a simple chat or display of what your \$40 gets you is always a good start.

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Westside Report

Flying season is in full swing with opportunities to attend organized events almost every weekend through Labor Day.

A visit was made to the Camas-Washougal Aviation Association. They have a thriving aviation presence in southwest Washington with airport events, volunteer projects, and great pot lucks. They also have a wonderful relationship with the port authority airport manager who has plans for the development of the airport and the surrounding area. They are considering affiliation with the WPA but in any case are a model of an all-ages, family friendly, active local aviation association.

Possibilities exist for the revitalization of the Olympia and Seattle chapters. Both are naturals (state capital and largest city in the region) but have been moribund for some time. With a bit of scaffolding we should see emergence in both locations. At



George Steed
Vice President, West

Boeing Field Kenmore Air Services has taken over the Aeroflight FBO on the south end of the field adjacent to the A10 taxiway. They are extremely GA friendly and look to host many GA events.

Two chapters have reported combing membership lists for non-active members, both to delete those that are no longer available and to encourage others to rejoin. Work remains to be done.

The Washington Aviation Passport Program is in full planning mode. Our first face-to-face meeting was held in the WSDOT offices in Olympia (easy fly-in, fly-out!). Tasks have been assigned and a timeline established. Pilots that visit all 134 public use airports in Washington will receive recognition and an emblematic prize (other states have issued leather flight jackets). Details are being worked out but the reception from all quarters is enthusiastic.

Safety Report

1. Our "Speaker's Bureau list has been assembled and will be available to chapters for them to have people on the list as guest speakers. There will be an option to speak in person or by "virtual reality" skype. I have decided to create a Standard Operating Procedure (SOP) for requesting speakers and the guidelines to be followed so we have a standardized process and each speaker know what will be expected of them but at the same time we respect the time and effort they give to the chapters. The list includes; Steve Podradchik, CEO, Seattle Avionics, Anni Brogan Pres. Mico Aero Dynamics, Allen Kam, National Weather Service, Karlene Petitt, Comm.Airline Pilot/Writer, Ian McFall, Glider Pilot, Andrea Coppick, Comm.Airline Pilot/Writer, Dr. John Fabian, Retired AF pilot/NASA Astronaut, Neal Karman, DPE-Pilot, Alan Anders, Heritage Flight Museum - Ops, Jerry Burr, Cub Pilot- VG Research, Dick Iversen, Pilot-Veterans Airlift Command. If any chapter wishes to have someone speak you can contact myself or Jim Posner.



By Ken Davies, Safety & Education Director

changes designed to make it easier to bring new and innovative aircraft to the general aviation market. Part 23 reform is an important step to increase safety and lower costs for pilots and aircraft manufacturers alike. In joint comments to the FAA, AOPA and other GA organizations urged the agency to "implement the changes being proposed in as short a time frame as possible. They emphasized the significance of the move toward a more risk-based approach to certification along with the adoption of industry-consensus standards.

In a letter to NTSB Chairman Christopher Hart, the GA groups responded to comments filed by the NTSB on the Part 23 notice of proposed rulemaking.

While the letter noted that the GA industry shares the NTSB's goal of improving GA safety, it addressed some of the assertions made by the NTSB in its comments and emphasized that the economic and safety benefits come from the proposed use of industry-consensus standards, something the GA industry has long sought. The letter also noted that the NTSB's discussion of the potential risks was based on problems with an aircraft model that did not conform to industry-consensus standards.

AOPA also reminded the NTSB of Part 23 reform's alignment with the FAA's risk-based approach to aircraft certification, a philosophy that one level of safety may not be appropriate for all aircraft certification levels. The letter noted that the NTSB's concerns over the new certification process appear to have been based upon incidents involving transport category airplanes certified under Part 25, not Part 23. In addition to AOPA, the letter was signed by AEA and EAA.

4. The NEW Small UAS Rule (Part 107), including all pilot and operating rules, will be effective on August 29, 2016. For more detailed information, please see summary attached.

2. In December 2015, the Senate passed a compromise version of S. 571, the Pilot's Bill of Rights 2, which would mean most pilots would only ever need one third class medical exam. The third class medical reform provisions passed by the Senate go far beyond the AOPA-EAA 2012 petition. A slightly different version of the Pilot's Bill of Rights 2 (H.R. 1062) was introduced in the House but has not yet come to the floor for debate and a vote. If the House passes S. 571 as approved by the Senate, the bill would go directly to the president's desk to be signed into law. For now, it is being held up because of the House debate over privatizing air traffic control that has stalled all aviation-related legislation.

3. AOPA is one of the groups that is backing proposed reforms to Part 23 and urging swift implementation while addressing the NTSB's concerns about

Eastside Report

I am closing in on attending East Side chapter meetings, Yakima, Tri-Cities, Colville, Spokane and Deer Park complete. Okanogan/Ferry County yet to go. I'm happy to see activities including speakers at the monthly Chapter meetings giving them educational value. Membership list are still being purged of the inactive members, late renewals and new members continue to roll in at a slow but steady rate. The Ferry County Chapter is very busy with fly-ins and BBQ opportunities, all being brought to light by Don Fitzpatrick. I visited with Don at the East Side fly-in to Grand Coulee Dam on June 11, I wish we could all have that much interests getting out and having events. I have forwarded Don's Event list to the State and WPA Leadership. The Spokane Chapter offered a Pinch Hitters course given by WPA members John Miller and Spokane VP Mike Foster. Funds gathered paid for supplies and left an \$80 donation to the Spokane Chapter. There were around 12 participants that enjoyed the class. The classes were held at a Moody Bible Aviation classroom provided at no cost by Moody. Mike Foster personally donated \$200 to Moody to show appreciation for the support Moody has always given the Spokane WPA Chapter. Leo and Terri Haas managers of Boyer Park and Marina at Lower Granite State Airport on the Snake River have offered



Tom Morris
Vice President, East

the WPA members a \$50 per night rate to use the cabins at Boyer Park. Heated or air conditioned, small frig and microwave will sleep four. With fire rings and water outside, the showers and bathroom a short walk from the sites. This is a nice place to go and visit. Leo was a chef for a major hotel chain and traveled the world. YOU cannot find a better meal, prepared uniquely, and a real treat when dining in the Palouse. Darold Schultz and I attended a State sponsored meeting at Ione, where Paul Wolf and his associates spoke to the improvements proposed for the Sullivan Lake airport. There was good attendance by both the aviation community and local residents. Concerns were raised about seaplane parking and airport safety areas impacting the only really nice beach area on the lake. I'm not sure how those concerns will be addressed. I do not think mandating restrictions without providing an alternative solution for the beach usage would be in our aviation community best interests.

I asked Brandon to let me know how many late renewal/new members have signed up on the East Side since Chelan, I appears around 40 has had their names added to the WPA list. I am happy with the efforts of the East Side Leaders, and hope to continue to add to our membership through visiting and using activities and events as an invitation to join.

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Paine Field Aviation Day Wrap Up

By Frank Hummel

Greetings Volunteers,
A wash out. That is exactly what I thought Saturday would be after checking the weather forecast yet one more time Friday night on the eve of Paine Field Aviation Day. A foreboding prediction of mist, showers, and rain with clouds down to ground level. The kind of conditions even ducks hide from.

The show will go on. Arriving in the morning before 7am and getting the volunteer check-in center operating was my first order of business. The next thing I knew it was after 7pm in the evening and I was driving home. Wow, what a good day. It seems PFAD has a drive and spirit all its own, regardless of the weather.

It was not long into the morning when three lines of volunteers formed leading out the door waiting to check in. About an hour prior to public opening at 10am I was over at FHC where main admissions is located. Needing to get into the FHC building to collect materials required excusing myself through an impressive crowd waiting for the gates to open. OK, things are looking up.

Sure it rained some. Planes sat idle for much longer than planned. Visitors were smaller in number, and volunteer no-shows kept us scrambling filling critical vacancies for most of the day. But in typical North West fashion, despite the weather, people seemed to be in a good mood. Visitors and volunteers alike. All day long.

More than just a little bit later than planned, flying machines took to the air. After the aerial demonstration flights Young Eagle flights began. Flights that were planned to begin four hours earlier. Despite this, in the short time span of only two hours and 15 minutes, 111 youth took flight, most for

the first time. 14 Volunteer pilots made 41 Young Eagle flights.

Many PFAD volunteers have done so before, some for many years. Others volunteered for the first time. Although I have not yet run the numbers, we had more walk-up volunteers this year than in any other year I have been participating. And some of these new first time and walk-up volunteers went above and beyond with helping. Goodwill Youth Aviation Program volunteers came out in force, and did a remarkable job even considering this was their first year participating.

As a volunteer coordinator one of the greatest challenges is providing staffing assignments that are suitable and interesting to all volunteers. A challenge that reached new heights yesterday with all the pop up needs to fill vacant positions. Reassigning volunteers, changing shift times, extending shift times, moving a volunteer into a position they did not bargain for, working a second, third, and in one case, a fourth position, was all a matter of due course for the day. Yet, and this still amazes me, not one complained. Not one said no. Instead all I heard was, "yes", "how can I help", "sure, whatever you need", etc. I am tempted to cite specific examples and name volunteers as illustrations of the numerous acts of kindness and generosity, but should I do so this would become a very long letter.

Once again, it is my since pleasure to work with all of you wonderful Paine Field Aviation Day Volunteers. Thank you for all you accomplished yesterday!

Sincerely and best regards,
Frank Hummel

2016 Paine Field Aviation Day Volunteer Coordinator



Paine Field Aviation Day, despite the weather, was a success. There is no better testament to that than this young man. Duncan is 11 years old and took a Young Eagle flight. But only after he was certain his Paine Field Aviation Day volunteering duties were taken care of!

NTSB sets sights on improving PIREP system

By Alyssa J. Miller

Any pilot who has ever planned to fly over remote areas with few weather reporting stations during marginal conditions knows the value of pilot reports. Hearing what another pilot flying through the same area experienced can better inform the go/no-go decision-making process. All too often, however, there are no PIREPs to provide that extra glimpse into the weather.

The lack of PIREPs is due in part to pilots not providing unsolicited reports, but indications are that PIREPs that were given had been falling through the cracks and were not being disseminated to other pilots. To address the submission, collection, and dissemination of PIREPs the National Transportation Safety Board convened a forum June 21 and 22 in Washington, D.C.

Representatives from the FAA, National Weather Service, commercial weather service providers, and aviation industry groups, including AOPA Air Safety Institute Senior Safety Advisor Bruce Landsberg and AOPA Alaska Regional Manager Tom George, discussed ways to gather and share PIREPs, the importance of the reports, and ways to improve the reporting system, among others.

The information PIREPs offer to pilots, air traffic controllers, and weather forecasters when captured and shared properly has the potential to increase aviation safety. Filing PIREPs helps to "not only report hazardous weather conditions, but confirm the lack of turbulence, icing, or marginal weather,"

George said. "Forecasters use this information to adjust airmets and sigmets as well as the results of forecast models used to make terminal and area forecasts."

"This isn't really about PIREPs," Landsberg said, expanding on the broader impact to aviation safety. "It's about vastly more accurate weather forecasting and now-casting. It has the potential to do as much for GA safety and utility as weather in the cockpit did 15 years ago."

During the forum, George presented findings from a recent AOPA survey about PIREPs.

"While 83 percent of the pilots who took the survey indicated that they considered PIREPs very or extremely important to aviation safety, the majority said they 'sometimes' provide unsolicited reports," George explained. "Many expressed frustration with the difficulty of filing PIREPs with flight service, and a concern that reports provided to ATC often don't make it" into the system.

The association will provide its analysis of the PIREPs survey to the NTSB and other stakeholders to better inform possible changes to improve the PIREP system, George said, adding that the NTSB is expected to produce recommendations based on the data gathered from the forum.

In the meantime, pilots can do their part by filing PIREPs. To brush up on how to give a PIREP, take the AOPA Air Safety Institute's Skyspotter online course.

FAA issues final policy on the use of airport hangars

By General Aviation News Staff

The FAA's final policy on the non-aeronautical use of airport hangars appears in the June 15th edition of the Federal Register and will take effect on July 1, 2017.

The FAA is issuing the policy to clarify how aviation facilities — including hangars — can be used on airports that receive federal funds. The final policy strikes a balance between hangar use for aviation and non-aviation purposes, according to FAA officials.

"The policy ensures hangars are available when there is an aviation need, and if demand is low, allows hangars to be used for non-aviation ac-

tivities," FAA officials said in a prepared release. "The FAA recognizes that non-aviation hangar space rental allows airport sponsors to be economically independent when hangars are not being used to fulfill aviation needs," the release continued.

Airport sponsors must receive approval from the FAA before hangars can be used for non-aviation purposes.

In addition, the policy outlines the type of aircraft that can be built in a hangar, the equipment and items that can be stored in hangars, and the role of the airport sponsors to ensure tenants pay fair market value for hangar space.

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Lunch available Noon-2 p.m.
Steak dinner 5-7 p.m.
Camp under your wing or free motel shuttle.

Sunday August 28:
Pancake breakfast 7-10 a.m.

Neighbor Day - Felts Field Spokane (KSFF)

By Donna Childs, Spokane Chapter President and WPA Board Secretary



Felts Field's Stearman Team put on a display of formation flying at Neighbor Day. Donna Childs photo.



Spokane WPA Chapter leaders staff the booth at Felts Field's Annual Neighbor Day Celebration. Donna Childs photo.

What a great success! The weather was perfect and there was record attendance of around 15,000 people! Our Spokane Chapter had a booth set up selling donut holes, water, coffee and pop. Was a great opportunity to meet lots of great people, hand out

a few WPA applications, explain what we're all about and encourage people to join! A huge Thank You to those who volunteered to help with the booth throughout the day. Your time and effort were greatly appreciated. Looking forward to next year!



Charlie Goldbach's beautiful T-28 on display at Felts Field Neighbor Day. Donna Childs photo.

Electric City Fly-in/BBQ

By Donna Childs, Spokane Chapter President and WPA Board Secretary

What a beautiful, well maintained airport! And the local folks are incredibly nice. Good flight over from Spokane after leaving the clouds and cooler temps and arrived to sunshine and warmth! Having never been there before, it was a real treat. This

airport also has a great camping spot across the runway and right by the water complete with tables, a fire pit and firewood! There's enough room to park up to 5 planes there although they did warn about the mosquitos in the warmer weather!



Aviators gather at Electric City for the annual fly-in. Donna Childs photo.



ABOVE: Going home John Richardson's beautiful homebuilt Lancair leads the way. Donna Childs photo.



RIGHT: Aerial view of the airport and runway at Electric City. Donna Childs photo.

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Barrow Or Bust Part three in a series of WPA member Maureen Griggs' trip to Alaska *By Maureen Griggs*

APRIL 9TH-11TH 2105

On Day three, our inner sled dogs wanted to hear one word only: "Mush!" But, "Mush!" it was not to be. Forecasts indicated: IMC with icing reports, low freezing levels, freezing fog in Barrow, low ceilings, and IFR on the North Slope; All the bad stuff. So, we put on our Be-Patient hats, rented a car, and went exploring. We suspected that Fairbanks had to have at least a day or two worth of entertainment to distract us as we waited for the North Slope to dry out and sunny up.

Before we recall our Fairbanks explorations, we should say that Pikes Waterfront Lodge, our home away from home for seven nights, was a five-star stay. The lobby was museum-like, specialty ice cream was served every afternoon (Yum!), they give nightly wake-up calls when the Northern Lights viewing was prime, and they have a Lucky Duck Hotel for Rouen ducklings that are raised in the lobby every spring.....All in all, a very comfortable place to be, if one can't be flying.

We weren't disappointed as we poked about Fairbanks.....

The University of Alaska, Museum of the North is a spectacular bit of architecture with a commanding view looking south over Fairbanks and beyond to the Alaska Mountain Range. Otto, their famous bear, silently greets all visitors. He is a towering 1,250 pound specimen of Alaska's wildlife, and meeting his kin could just possibly be a second challenge, right after any successful forced landing up there. I thought of the shotgun that was too much paperwork to bring, and our plan-B bear spray. I can't imagine that Otto would have been too troubled by either! Here is a peek-a-boo at the Museum:

http://www.tripadvisor.com/Attraction_Review-g60826-d108911-Reviews-University_of_Alaska_Museum_of_the_North-Fairbanks_Alaska.html#photos

The Fairbanks Visitors Center, on the banks of the Chena River is a facility worthy of a very slow stroll-through.

https://www.google.com/search?q=fairbanks+visitor+center&biw=1242&bih=612&source=inms&tbn=isch&sa=X&sqi=2&ved=0ahUKEwiz8MDikq_KAhUQ2mMKHXX-7DZQQ_AUICCGD

Just a short walk along the Chena river from the Visitor Center, we discovered the Lend Lease Memorial. In only a few months, at this very site, the culmination of the Bellingham Bravo 369 team's reenactment flights would take place. Here, they would pass the symbolic banners to the Soviet pilots who would then complete the ALSIB route to Krasnoyarsk, Russia. After seven years of waiting, I would miss my A-Plan by only a few months! But all this was yet four months in my future. And, at the time, I had no way of knowing that it was only my plan-B that would ever make it possible to achieve my goal! I was on a roll, and I didn't even know it!

The steam pipes of the downtown district have been elevated from the eyesores that they had been, to new art forms with snazzy new facades. The entire underground system

that warms the mid-downtown locale is interesting. Even the streets and sidewalks of the central district are warmed from below.

https://www.google.com/search?q=fairbanks+steam+pipes&biw=1242&bih=612&source=inms&tbn=isch&sa=X&ved=0ahUKEwivwLzLk_KAhUM6WMKHQPArQQ_AUICCGD

The Most Northern Denny's should not go unmentioned. We figured that just about ALL the businesses in Fairbanks could be billed as "The Most Northern...", however, Denny's has really run with that slogan. There are billboards, T-shirts, and collectables that tout their unique place in the world... They have claimed their Latitude with an attitude!

The resilient Musk Ox has been re-introduced to Alaska,



Alaska style snow blower sweeps the tarmac at Fairbanks Airport. Peggy Gordon photo.

and is making a come-back. We went to visit the research herd at the University of Fairbanks, however, it was calving season, and they had been sequestered, so they were out of sight. No Musk Ox today.

A short drive south, we found North Pole (As opposed to The North Pole). It is to here, that children's letters from all over the world are posted, when they write to Santa. There is literally an army of volunteers who respond to each and every note. We also visited Dasher and Dancer: Two of Santa's engines who were self-fueling at the moment. The town embraces the motif of Santa Land, with candy cane streetlights, street names that reflect a HoHoHo message, and a Santa House that is everything Christmas. Naturally, we had to check out the airport, as it is from this 4,093 foot strip, that Santa's eight-engined transport departs each Christmas Eve; If you are a true believer, of course.

We devoted a day to explore Chena Hot Springs, one of the few drivable destinations leaving Fairbanks. It was a 60 mile trek with plenty of photography stops, and is a popular get-away for Fairbanksters. The University of Fairbanks

collaborates with the resort to pursue a variety of greenhouse experiments using the natural resource of the hot springs. The hydroponic garden supplies the resort with fresh veggies year-round, and flowers to beautify the grounds in the summer. The tomato plants were 90 feet in length; one experiment that went quite well, I would say! There are multiple pools.....indoor and out.....just pick your favorite temperature!

Nearby is the Aurora Ice Museum, home of a duo of internationally renowned champion ice carvers. There are even ice suites, for overnight stays, for those who are not chill-challenged. However, all takers are required to also purchase the usual accommodations, as they find that the guests don't usually survive the entire night-on-ice.

The runway, adjacent to the resort, AK13, is 1,193 feet in length, and appears to be in a bowl. The AirNav site notations are: No services, unattended, windsock unreliable, no segmented circle, sloped gradient, animals on the runway, caution for strong crosswinds, not maintained, rutted with loose gravel, and visual inspection is recommended before landing. Sounds like something akin to an aerial fraternity hazing!

The latitude at Chena is one of the best in the world to observe the Northern Lights, and the purists of the photography crowd enjoy the absence of ground lights in this wilderness setting to capture the lights at their very best. We met a Chinese family who were not happy with the lenses they had available to take pictures of the lights, so they drove all the way back to Fairbanks to find the correct optic, and arrived back at Chena just as we showed up; an all-day pursuit of the ideal lens! It was an entire family of "Purists"!

A treasured visit during these days was coffee with a dear friend who had just lost her husband a few months previously. He was an avid pilot, and I had always hoped that Bob might play some part in my trip north to Barrow. Now, I had only just missed him, and it

left a bit of a hole in my heart! We did borrow an old bag of his to use for the flight up, to reconfigure our load, so I like to think that a tiny bit of Bob may have gone to Barrow with us!

A visit to Fairbanks would not be complete without a visit to "The Pipeline", so we drove to a local viewing area, and arrived at the same time as another small group. It happened to be a physics professor with European guests who were receiving an accomplished lecture of the pipeline! No dummies, us, we joined the class, and received a first-rate mini-course on the history, the building, and operation of the pipeline!

As we played the part of Alaskan tourists, our Be-Patient Hats were slipping badly, and our inner sled dogs continued to howl. The past three days began to take on the aura of Groundhog Day, the movie; Wake up, call weather, talk to the same briefer, get the same information, go look at Fairbanks, come "home" and say: "Maybe tomorrow!"..... The longer range forecasts had also been as repetitive as an annoying skipping record: IFR, ICE, IFR, ICE, IFR, ICE. With not even a glimmer of a break, it was time to get back in the air, and the unthinkable began to enter the conversation.

Governor announces June as "General Aviation Appreciation Month" in WA

OLYMPIA – Aviation enthusiasts in Washington state have reason to celebrate: for the fourth year in a row, Gov. Jay Inslee has named June as General Aviation Appreciation Month.

Gov. Inslee recently signed a proclamation naming June 2016 as a time to recognize general aviation's importance to our state. He noted that aviation plays a critical role in the lives of Washingtonians, as well as the operation of businesses, industry, ranches and farms – and is vital to the state's economy, and transportation system.

Read the full proclamation.

"We thank Gov. Inslee for continuously recognizing just how much our state relies on general aviation," said Tristan Atkins, Washington State Department of Transportation director of aviation. "June signifies the start of summer, and also, typically great flying weather. We encourage people to get out and

experience all that our state's airports have to offer."

Washington is home to a diverse aviation system, with 135 public-use airports ranging in size and purpose. The proclamation highlights how general aviation, aerospace, aircraft manufacturing and other aviation activities contribute to Washington's economic health and vitality.

"We join the many aviation organizations in Washington state in thanking Gov. Inslee for signing this proclamation," said David Ketchum, president of the Washington State Aviation Alliance. "This serves as a good reminder of how important it is to continue to promote and protect our great airport assets."

More details about the aviation economic statistics cited in the governor's proclamation are available in the 2012 Washington Aviation Economic Impact Study, completed by the WSDOT Aviation Division.

AVIATION ACTIVITY CALENDAR

We are experiencing some technical challenges with importing the web calendar into the newsletter. Until we resolve that please go to WPAFLYS.ORG and click on calendar. See info below about posting your event to the calendar.

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Flying Haiku

Submitted by + by Tom Jensen & Jim Posner

In the soup, icing
Glad that it's stratus, light rime
Summer coming soon

Up, up and away!
Committing Aviation
Our magic carpets

Members are invited to share your flying Haiku efforts with your fellow WPA pilots. Send to marianjensen@skynetbb.com