



Wings

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Serving Washington Pilots Since 1960

February/March 2008

President's Message



John Dobson, WPA President

What's In It For Me?

So why should I join the WPA? What do I get for my \$31? What financial perks do I get? What does the WPA do for me? If you need to ask yourself any of these questions then shame on us for not reaching out to you with a better explanation. And shame on you for not accepting your inherent responsibilities as a stakeholder in the aviation system. Think about it . . . if you touch aviation in any way you don't get to pass the buck!

1) Advocacy 2) Outreach 3) Education and 4) Social Activities . . . that is how we advance the interests of General Aviation in Washington State. And we, the Washington Pilots Association (WPA) are you . . . volunteer neighbors, GA pilots, airline pilots, business owners, mechanics . . . anyone and

everyone who benefits personally or financially from our aviation transportation system.

So, let's take a tour of each of the four activities . . . then you can decide if you get your money's worth. Then we can ask -- why are you not part of the WPA?

1) Advocacy The WPA has long been the only local organization to represent the interests of pilots flying in Washington State. AOPA and EAA are great resources to complement our efforts and sometimes their expertise makes it best that they take the lead. But, with the exception of User Fees, all of the problems listed below have come to light under the watchful eye of a "local" WPA member. The WPA is the "steward" of GA. ask Chip LaPlante, North Sound Chapter President for a definition.

So, just what are we working on for you . . . ?

Landing Fees @ Boeing Field. For the first time since enacting the 1972 ordinance Boeing Field has begun charging landing fees for light GA aircraft. I and several other WPA members testified at a community roundtable requesting their removal. As of this writing we are hopeful that the code will be rewritten to exclude all aircraft under 12,500 pounds. Our target date is June 08.

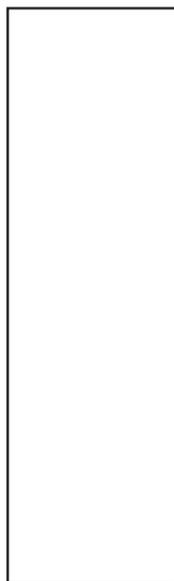
Harvey Field Restricted. In 2000 the County of Snohomish asked FEMA to remap a flood plain area of the Snohomish River to "Density Fringe" (DF). That simple request has placed a moratorium on all construction at the Harvey Field Airport. Imagine, for the past eight years . . . no new hangars, no runway safety areas, nothing! In fact this DF designation calls into question their right to exist.

Blaine Airport Closure. The City Council of Blaine never spent a dime on their airport . . . they let it go derelict. Because of its rundown condition few pilots chose to base there. So the city wanted to sell it to developers of a strip mall. The WPA was first on the scene, specifically the folks from North Sound Chapter to testify to the merits of 4W6. The battle continues.

Hoquiam ILS FDC NOTAM. The Port of Grays Harbor has the only airport on the coast capable of landing light jets . . . it had an ILS with a decision height of 212 feet. Because the Port failed to comply with the 1996 Land Use Planning Act /Safety and Noise overlays, there was no restriction to the construction of a "911 Tower" or a cell phone tower at the outer marker. The new decision height for the ILS is now 727 feet AGL. The FAA will complete a new ILS approach in 2009 by changing the slope to 3.2 degrees thereby returning the decision height to acceptable limits. Note the Port tried to sell the airport in 2006 . . . one reason . . . no one could use the airport . . . the ILS decision height was too high.

Shelton Drag Racers. The Port of Shelton granted a short term (two) weekend lease to
(Continued on page 2)

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



Notice - WPA Annual General Meeting 25th Annual Northwest Aviation Conference and Trade Show

**Saturday February 23rd
Puyallup Fairgrounds @ 11:45
North Foyer**

On Saturday February 23rd at 11:45 p.m. the Washington Pilots Association will present our Annual State of Aviation . . . and yes we will serve lunch.

We will review such topics as the BFI Landing Fees, Harvey Field, Hoquiam, Shelton etc. and present our view of the future. We have a number of challenges that require everyone's attention. And of course we want to honor those members who have gone above and beyond in their dedication to aviation and the WPA.

We are aware that Phil Boyer, President, AOPA will be speaking at 1pm so our message will be brief and to the point.

We will also be electing Officers and Directors . . .

President	Mr. John Dobson	Incumbent Unopposed
VP East	Mr. Dave Lucke	Incumbent Unopposed
Membership Director	Open	
Safety and Ed Director	Mr. Jim Faustina	New
Airports Director	Mr. Tom Jensen	Incumbent Unopposed

As of this writing there are numerous opportunities available. As indicated all positions are unopposed and the position of Membership Director is open. If you feel strongly about any of the issues facing GA please call myself or any of our Board members and let your feelings be known.

And please, if you are apprehensive about taking on a volunteer Directorship, there are several committees that could use your help . . . and it would give you a chance to get your feet wet.

We are about Advocacy, Outreach, Education and Social Activities. Throw in some fun and you have the Washington Pilots Association. See you on the 23rd of this month in Puyallup.

Visit WPA in Booth #106 at the 25th Annual Northwest Aviation Conference & Trade Show in Puyallup on February 23-24.

Airport News from Around the State

Harvey Field - Update

Plato: "Those who are too smart to engage in politics are punished by being governed by those who are dumber!"

Yesterday I drove up to Everett to testify on behalf of Harvey Airfield in Snohomish. If you will recall I wrote an article several months ago called Harvey Field – Endangered Species. Harvey Field is in the Snohomish River flood plain.

In 1999 FEMA studied some 5900 acres in Snohomish County using the Floodway Fringe methodology. The purpose was to reconcile the differences in flood studies between the County and the City of Everett. In 2000 the County asked FEMA to use the Density Fringe concept. They knew then that converting Harvey Field to Density Fringe would restrict development and create a nonconforming use since industrial use is prohibited in density fringe. According to the County if they did not do this then the maximum of one foot rise would be exceeded by 1/10th of a foot (1.2inches) – the real number is less than 1/2 inch.

One of the primary problems with all this is that Harvey Airfield could not adjust their runway to accommodate or

include safety areas or add additional hangar capacity or lease any property to new business tenants (hangar renters excluded). While opportunities for additional rental income were prohibited the County increased property taxes by some 547%. Get the picture . . . and by the way I am quoting County documents for this report.

So to fix the problem Kandace Harvey requested the area be remapped using Floodway Fringe. At one point the County Council voted to approve / direct their planning department to request FEMA remap the area . . . put it back the way it was. During that time FEMA was sued and lost to the National Wildlife Federation. That suit required all remapping to consider the "fish take", a Biological Assessment. That meant that the County would have to pony up some big bucks. So Kandace gathered all of the Business owners under one group and asked if the County would consider remapping only the 290 acres . . . the South Snohomish UGA. That would surely cost much less.

Right now we all feel like we got the wind knocked out of us.

President's Message

(Continued from page 1)

a promotions company to host drag racing on a closed runway. A local WPA member began to ask questions. It was discovered that the promotions company was not in compliance with their agreement and continued to operate vehicles onto an active taxiway. Phone calls and emails to the FAA now have this situation under control.

Shelton, Land Use Non-Compliance. The City of Shelton approved the construction of 80 homes on the approach end of runway 23. Again testimony was given by our local WPA member along with testimony from WSDOT. Unfortunately we lost this battle. The good news is -- the City of Shelton is now in compliance. But this incident became a wake up call for all of us to recognize that 40% of the airports in Washington State are not in compliance with the 1996 law..

Port Angeles ILS /GPS. The FAA changed the ILS at Port Angeles without GA involvement. According to representatives at Whidbey Approach Control, they were sent changes and then asked, "Can you live with this?" We now have a technical committee assigned to review all proposed changes to airspace and approaches . . . before the changes become law. The Clallam County WPA Chapter and the Airport Director are now working on a GPS RWY 26 Approach.

Vista Field (Tri-Cities). The WPA is aware that the Port of Kennewick is conducting research into the viability of maintaining this airport. We are looking for a few good volunteers to form a WPA Chapter. If want to use this airport in the future then do give us a call.

SeaTac Class "B" Airspace. Keep your eyes and ears open. With the advent of the new third runway there are rumors afloat that the FAA wants to lower the Class B airspace to 2000 feet.

2) Outreach Public relations with the non-flying public is more than just a challenge. As pilots we find ourselves trying to describe a technical discipline to an emotional, often hysteric audience. We have access to a Power Point Presentation that touts the virtues of GA that can be tailor made to fit any airport. This program was used with great success by WPA member Jack Krause while working the problems at Shelton.

3) Education The WPA has a Safety and Education Director. For 2008 this individual will hold four regional training sessions throughout the state. We are very pleased to have Jim Faustina, Production Planning Department, Goodrich Aerospace on our team. What makes him so unique and valuable are the variety of classes ready for presentation. From Owner Maintenance Seminars to Spark Plug Theory, from Fabric Application to Safety Wire . . . Jim has them all!

4) Social Activities We have 16 Chapters throughout the state. It is the social fabric from within these chapters that binds us together. I think it best if I personalize this part. When I first joined the WPA I averaged in my own airplane about 35 hours per year. I now fly on average of 100 hours per year. It's about friendship and fun. It's about flying young Eagles. It's about participating in the Aviation Academy. It's about sharing air time with disabled vets. It's about mentoring the next generation of flyers. It's about friendships!

So when I hear people ask, "What's in it for me?," all I have to do is ask one question. What are you doing to protect and advance GA in Washington State? What part of Advocacy, Outreach, Education and Social Activities do you want to volunteer for?

After my testimony (I got my butt handed to me) and that of 50 or so other citizens, the Council voted yesterday not to spend additional taxpayer dollars on this project saying that the problem with the Density Fringe designation (for the 290 acres) was FEMA's fault and they proceeded to wash their hands of it

On that same day, just before the Council convened, Aaron Reardon, County Executive, gave a speech titled the "State of the County". In his speech he made several comments about the environment including points about the Climate Change Initiative and helping Snohomish County Farmers for the next 100 years. To do that the County will be spending money on a biodiesel plant, a seed crusher and facilities for the drawing and storage of methane. They will be converting all county vehicles to run on alternative fuels. He said that they will prepare for the effects of a warming climate.

I offer no commentary on the county's environmental initiatives. But to say that the business owners in and around Harvey

Airfield have been sacrificed for the benefit of the farming community is a safe bet. The farmers have done a great job in building their power base.

Right now we all feel like we got the wind knocked out of us. We will engage again at a later date. We have learned a great deal about the process. And over the next month or so we will develop some new strategies. WSDOT has given me some thoughts and then again there are always the legal bombs.

If anyone doubts whether the WPA should be involved in Advocacy they only need to call Kandace Harvey. What I have learned is that while AOPA and EAA have the resources to participate in some select battles by quoting Federal law, they don't have the ability to monitor and engage the electoral process . . . that is up to you and me. Just remember what Plato said.

John F. Dobson
President - WPA
(360) 898-2319

WSDOT's Airport Information System Now Available Online

The Washington State Department of Transportation (WSDOT) Aviation is pleased to offer customers a new Web resource: the statewide Airport Information System database.

The new database and online reporting tool allow the public to easily access statewide air transportation system information collected during Phases I and II of the Long-Term Air Transportation Study (LATS). The new tool also gives citizen groups, elected officials and public agencies a more efficient way to use WSDOT's Web site to view aviation documents, create reports and find detailed system information.

Users may search information by county, or region, and view a statewide summary report. The system also features a series of 140 separate Web pages that provide individual profiles of each airport in the system.

The new database is an update to the state's existing Aviation System Plan database.

To ensure its effectiveness, WSDOT will be troubleshooting the program for one month after its initial release. Members of the public are encouraged to submit questions and report problems to Eric Johnson, WSDOT Airport Construction Project Manager, at johnsel@wsdot.wa.gov or 360-651-6300.

The program is available on the WSDOT Web site at: www.wsdot.wa.gov/aviation/LATS (links to reports are in the blue box, on the right hand side of the Web page).

But Wait, There's More . . .

WSDOT plans to launch an added feature to this database in spring 2008. The second release will present a system for airport sponsors to update their facility and services information online, and print certain reports. WSDOT Aviation will use the information to measure aviation system performance over time and communicate improvement needs to decision makers. WSDOT is also developing a training program for airport sponsors to become familiar with the new system.

ADVERTISE IN WPA WINGS!

Advertising in WPA Wings reaches pilots and aircraft owners across Washington and helps support WPA's efforts on behalf of general aviation. Ad rates & info at <http://www.wpaflys.org/wings.html>

Washington Pilots Association

Executive Council & Officers

President: John Dobson 360-898-2319
VP East: Dave Lucke 509-994-0323
VP West: Dave Desmon 360-710-9504
Secretary: Charles Hower 425-379-9340
Treasurer: Bill Reith 425-252-3173

Directors

Airports: Tom Jensen 800-972-3597
At-Large: Les Flue 509-952-2376
Communications: Colleen Turner 425-306-7391
Legislative: John Townsley 509-826-3568
Membership: Rebecca Desmon 360-621-1002
Safety & Education: Jeff Renfrow 509-624-0970

Immediate Past President

Jim Smith 425-774-8497

WPA Website:

<http://www.wpaflys.org>



WPA Wings

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Submissions are welcomed!
Please send articles via email to:
wpawings@wpaflys.org.

Send typewritten or handwritten articles to:
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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.

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Be smart, and please fly safely.

Beanie Air Flying Club, based at Boeing Field, NE Ramp
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or work with your own instructor
Annual dues are \$225. Aircraft is \$79/hr, hobbys, wet.
For more info, call 206-229-4655 or email info@beanie-air.com
Information is also available on the club web site: <http://www.beanie-air.com>

WPA BOARD MEETING

November 30, 2007 • 11:00 a.m.
Renton Airport - Quonset Building

The Board meeting was called to order at 11:25am by President John Dobson.

Attendance:

Present were:
John Dobson, President
Dave Desmon, West Side Vice President
Charles Hower, Secretary
Bill Reith, Treasurer
Rebecca Desmon, Membership Director
Les Flue, Director at Large
Colleen Turner, Communications Director
Tom Jensen, Airports Director

Nancy Jensen, Green River Chapter
Warren Walz, Anacortes Chapter
Bob Darnbrough, Green River
Kevin Kelly, Paine Field Chapter
Greg Bell, Paine Field Chapter
Les Smith, Paine Field Chapter

Jack Krause, Sanderson Pilots Association

Business and Discussion Items

1. Minutes

President Dobson presented the minutes from the meeting held September 22nd at Western Avionics, Felts Field, Spokane, Washington. It was motioned and the minutes were approved.

Need to get articles to Colleen Turner prior to Thanksgiving, Saturday, November 24.

2. Treasurers Report.

Bill Reith presented the following information:

- Cash Position \$32,000+
- Budget Report
- 2008 Budget Proposal
 - Need to adjust total membership expenses variance line item.
 - Request individuals using WPA Cabin to make donations when using.
 - Motion to approve 2008 budget proposal (Les motioned/Charles seconded.)
- Voted and approved.
- Tax record 501 (C) (7)
 - Physical address needs to be addressed!!
 - (John/Colleen to investigate)
- Tax 990
 - Chapter Treasurers to file a report to the State by Feb 15th.

Need to find a volunteer to take the position Assistant to the State Treasurer by the next election.

Put ad in Wings!

3. Report by Officers

President – John Dobson
John review of WPA History
By-Laws 1960's
Chapter vs. Single. Entity
1995 Monies being held up at the State level
2001 Three databases—Never balanced with each other.

No Continuity

2004 Money Trail with dues
2006 Committee discussed and set the baseline of ideas for the "WPA Management System"

WPA Management System Improvements/Suggestions

Image

Brochures
Mini membership application
Display stands
Membership cards
Badges

Member ID #'s need to be added to membership cards.
(Sponsoring businesses on back of card—Member discounts).

Clothing/ Apparel

Jackye Skerlong
(Jackye's Enterprise Inc.)

Cost comparison for clothing/apparel (Charles to get competitive price estimate)

Membership Numbers

Chapters – Need to focus the WPA effort at the Chapter level!!

Opportunities present themselves on occasion - what or how do we want to commit/react!

Advocacy

Need to have the gross roots effort done!!!

4. Report by Directors

Membership
Continuing effort - people to people.

Legislative Affairs

Aircraft Registration Fee's
RCW 82.48.030

Airports

State Managed Airports
Airports needing ASN Volunteers

Communications

Wings articles by Saturday, Nov. 24.

Director at Large

Web links
Membership Benefits Program
(Committee - Les, Dave, Tom, and Bill).
Pacific Northwest

5. Report by Chapters

All Chapters are encouraged to submit an article and/or report that will be published in Wings.

6. Old Business

Membership By-Laws
WPA Management System Procedure
(Committee - Les, Colleen, Bill, and Mitch).

7. New Business

Election Committee

By-Laws

Annual meeting and elections to be conducted at Puyallup (February 2008)
Motion seconded.
Voted and Approved.

Awards

Toy for Tots (Nancy Jensen)
Sanderson Airport Jumper's Café

8. Next Meeting

The next meeting will be held in up on January 19th in Olympia.

Adjournment

Motion to Close Charles
Seconded Bill
Voted and approved!

Open Letter to Aviation Business Owners

February 2008

The Washington Pilots Association is the largest state general aviation group in Washington. The WPA has a membership base of nearly 750 members, is a non-profit 501 (c) 7 Washington Corporation, and our sole purpose is to advance the interests of general aviation in our great state of Washington. During 2008, the WPA would like to enter into a joint partnership with you to encourage the support of local businesses by WPA members. This partnership is a simple one. We would like to ask you to consider providing every bona-fide member of the WPA with an incentive to do business with you. This incentive could be in the form of a discount on fuel or merchandise or service. Every member of the WPA for 2008 will be issued a membership card and they would be required to show their card in order to participate in this incentive program.

Everyone who participates in this partnership will be listed in our bi-monthly WINGS (membership) newsletter and posted to our web site (www.wpaflys.org). In addition, we are offering discount advertising rates to participants in the WINGS newsletter.

Please contact Les Flue, WPA Director-at-Large for further information or complete the application below. You can reach Les by email (les@lesflue.com) or fax (509-698-6014).

Thank you for joining together with us in working towards maintaining the health of General Aviation in Washington State.

Sincerely,
John Dobson
WPA State President

Member Benefits Program Partnership Information

Company Name:		
Primary Contact:		
Address:		
City:	State:	Zip/Postal Code
Telephone Number:		
Primary Contact Person:		
Email Address		

Sponsor Name:		
Chapter:		
Telephone Contact:		
Email Contact:		

Please list products and terms/conditions that you are providing to members via the membership program, below.	
1	
2	
3	

Thank you for partnering with us to promote general aviation to our members. Feel free to contact us if you have any comments or questions. Completed forms should be sent to Les Flue, Board Member at les@lesflue.com, or fax (509-698-6014). After submission, we will contact you to finalize any further details and ensure you get promoted in our WINGS Newsletter and the WPA web site.



WPA Chapters Around the State Get Involved with WPA!

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 Warren Walz via email at www@wncpa.com*

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 Gary Johnson at 360-452-2340.*

COLVILLE VALLEY - For current meeting schedules, please contact *Harley Howell, Jr., (509) 684-2105, email swift-flight@ultraplix.com*

DEER PARK - Deer Park chapter meetings are usually held on the fourth Friday of the month at the Deer Park Administration Building located near the south end of the airport. Meetings begin with a potluck dinner at 6:30 pm, with chapter business at 7:15 pm and a special guest at 8:00 pm. *Please contact Bill Moore at (509) 991-6133 or moore3@ix.netcom.com for additional information.*

GREEN RIVER - The Green River chapter meets for dinner at 7:00 pm on the third Friday of each month from September through June at the quonset hut at 790 Pe-

rimeter Road at Renton Airport (that's the first building north of the control tower). *For more information on the Green River chapter, email Daryl Hickman at flying-seattle@yahoo.com.*

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of the month, April through October at 9:00 am in Hangar 15 on Harvey Field. November thru March we meet before the movie at "Harvey Field Night at the Movies," with meetings starting at 5:30 pm, and those attending encouraged to stay for the movie. *For more information contact Greg Hunter at (206) 363-7925*

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 Wayne Landis at (360) 647-8206, email landiswg@comcast.net.*

OKANOGAN & FERRY COUNTY - The Okanogan & Ferry County chapter meets on the third Thursday of the month alternating between Okanogan and Tonasket. *To confirm meeting details, contact John Townsley at (509) 422-6382, email rtownsley@communitynet.org.*

OLYMPIA SOUTH SOUND - The Olympia Chapter meets on the 4th Wednesday of each month at the Volare Cafe Italiano, on the Olympia Airport, west side. The meeting's time is 6 pm for dinner and conversation, 7 pm for programs. *Contact Mark Johnson, President, at markjohnson4@comcast.net, 360-754-9622 or Ellie Heston, Secretary at irish_cubflyer@yahoo.com*

PAINE FIELD - The Paine Field chapter meets every Saturday morning at 10:00 am for a fly out lunch. Just show up at the Regal FBO. *For more information on the Paine Field chapter activities, visit their website (accessible from the main WPA website at www.wpaflys.org), or contact Kevin Kelly 425-353-7810, email president@wpa-paine.org.*

GREATER SEATTLE - *The Greater Seattle chapter is looking for a fresh infusion of energy. If you're interested in serving on the Board, please call Colleen Turner at 425-453-7696 or email cturner@cruiseholidaysbellevue.com*

SOUTHWEST/VANCOUVER - The Southwest/Vancouver chapter generally meets on the fourth Wednesday of each month, starting at 7:00 pm, at the Pearson Air Museum on Pearson Field (VUO), in Vancouver. *For more information on the Southwest/Vancouver chapter, please contact Bob Brown at (360) 607-5060.*

SPOKANE - Meetings of the Spokane chapter are usually held on the third Wednesday of each month over dinner at Marie Callander's Restaurant, beginning at 6:00 pm. (Meeting details are subject to change - please call first to check). The chapter also conducts a monthly fly-out on the Saturday morning following the chapter meeting, weather permitting. *For more information, contact Gary White at 509-891-6473, or email gcwhite1@earthlink.net*

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

WENATCHEE - *Email Scott Morrison at pioneerautorepair@verizon.net for further information.*

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the last Friday of the month. *For meeting location and other details, contact Dennis Klingele at (509) 966-5300, email dgklingele@aol.com*



Mountain Flying Expert to Headline Annual WPA Spokane Chapter Gala

By Al Gilson, WPA Spokane Chapter

Dr. Amy Hoover, mountain/canyon flying expert and aviation professor at Central Washington University in Ellensburg, WA is the featured speaker at the WPA Spokane Chapter annual banquet in March. The event will be held at the Mirabeau Park Hotel in the Spokane Valley on Saturday, March 1st at 6:00 p.m. Dinner tickets are \$37 per person.

Along with Dr. Hoover's presentation, the chapter holds its annual benefit silent auction with dozens of aviation-related products and services up for bids. Proceeds from the auction go toward the Spokane WPA Aviation Student Scholarship program. Each year the Spokane Chapter awards several scholarships to aviation students in the Inland Northwest. The cash awards are used for their ground studies or flight time.

Mountain flying techniques need to be a part of every Pacific Northwest pilot's skill set and Amy Hoover is one of America's top experts. Dr. Amy Hoover started flying in the Idaho back country in the early 1980's while working as a geologist and white water guide on the Middle Fork and Main Salmon Rivers. In 1992, Amy landed a job as a back country air taxi pilot and in 1993 began teaching mountain flying in the back country. In 1996 Amy collaborated with

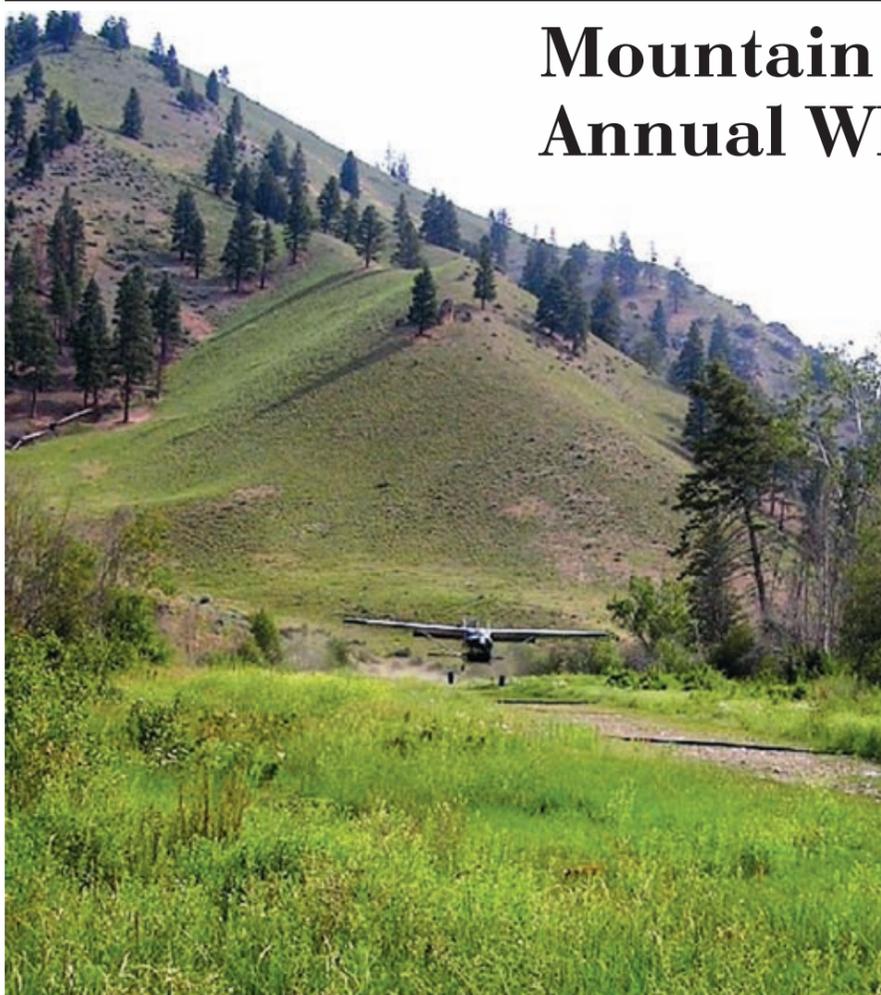


Dr. Amy Hoover, Central Washington University

two other back country flight instructors to form McCall Mountain/Canyon Flying Seminars. For the next several years Amy developed the training curriculum and authored Mountain and Canyon Flying before selling the company in 2001.

Amy then spent five years as director of the Flight Program at Mt. Hood Community College, and in 2003 joined the flight technology faculty at Central Washington University in Ellensburg, Washington.

(Continued on page 5)



Amy Hoover lifting off from the Cabin Creek, Idaho, airstrip

Airlift Northwest Offers Membership Program for Washington Residents



Since 1982, Airlift Northwest has been the region's premier air medical transport service, caring for more than 60,000 patients since the program began. In 2006, Airlift Northwest began offering AirCare, a membership service available for residents of Washington State. Today, more than 4300 households have joined.

AirCare was developed to provide residents in Washington State with high-quality air medical service at the most affordable cost. While Medicare and some insurance policies may provide partial coverage for air ambulance transport charges, many do not. Under the AirCare program, when Airlift Northwest is requested by a medical facility or an emergency response team to fly a critically ill or injured patient to appropriate medical care, the portion of the Airlift Northwest bill that isn't covered by insurance or Medicare is paid through the membership. A membership in AirCare is \$79 a year and covers all members of your household. Gift memberships are available.

Airlift Northwest AirCare is also a member of the Association of Air Medical Membership Programs (AAMMP), so Airlift Northwest AirCare membership benefits extend to reciprocal programs in our region based in Wyoming, Idaho, Oregon, Eastern Washington and California. This means that if you are a member of an Airlift Northwest AirCare, AAMMP members in other states will honor that membership when transport is medically necessary. Some of our reciprocal partners include:

- California:** CalStar (Hayward); Enloe FlightCare (Chico)
- Oregon:** Air Life of Oregon (Bend); Life Flight Network (Portland)
- Idaho:** Air St. Luke's (Boise); Life Flight (Boise); Portneuf LifeFlight (Pocatello); Saint Alphonsus Life Flight (Boise)
- Washington:** Northwest MedStar (Spokane)
- Wyoming:** Care Flight (Reno); Wyoming Life Flight (Casper)

If you are interested in more information about Airlift Northwest AirCare Membership, call 1-888-835-1599 or e-mail: membership@airliftnw.org

More information is available on their website at www.airliftnw.org.



Editor's Note: On Saturday, January 19, the State WPA Board of Directors met at the Airlift Northwest Hangar at Olympia Airport. Above and left are a couple of photos taken at the facility by Jerry Nichols, WPA Clallam County Chapter.



Mountain Flying Expert

(Continued from page 4)

Amy still keeps her hand in flying the Idaho backcountry. She now has time to enjoy exploring and flying in other mountain areas of the west, including the Rocky Mountains of British Columbia and Colorado as well as canyon country in Utah and Arizona, and rugged northern Cascades in Washington.

After spending more than two decades in the rugged terrain of central Idaho studying its rocks and landforms, navigating its rivers, and flying its canyons, Amy has a great awe and deep respect for the Idaho wilderness. "I love sharing the wonder of the area with other pilots," she says, "but we need to realize that

a certain responsibility must accompany the privileges we enjoy when flying the backcountry." Those responsibilities should include safe and courteous operations, which has been the focus of her back country instruction for the past decade.

Please join the WPA Spokane Chapter on March 1st for this exciting program and an opportunity to help young, aspiring aviators realize their career goals. For information on tickets, go to the WPA Spokane Chapter website: (www.wpaflys.org/Chapters/Spokane/Spokane.html) or contact chapter president Gary White at (509)891-6473 or gcwhite1@earthlink.net

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PREFLIGHT

By Kirk Kleinholz

One of the things I enjoy most about flying is the pre-flight inspection. I'm not much given to rituals in my life. In fact, I can't think of anything else I do that's worthy of that term. But the process of looking the airplane over before every flight is for me so prosaic and practical, yet so deeply personal and solitary, that it satisfies some craving for private ritual I never knew I had.

The importance of a pre-flight inspection is drilled into every flight student from their very first lesson or introductory flight. Each aspiring pilot is taught that a thorough pre-flight inspection is one of the best ways to stack the odds in their favor in an activity not so much fraught with risk, but one that is brutally unforgiving of carelessness toward one's equipment. Like most critical tasks in flying, a good pre-flight inspection follows a written checklist. Woe is the student pilot whose instructor catches them inspecting the airplane, however diligently, without the proper laminated checklist in hand. To a newly minted pilot, inspecting the airplane without following the written checklist should be as unforgivable as peeing without washing one's hands afterwards. Certainly many – maybe most – of us have done it now and then and almost always escaped with no ill consequences. But just as our mothers warned us how sick we'd get from not washing hands, flight instructors recite countless cautionary tales of accidents precipitated by skipping just a single item on the inspection checklist.

After having an airplane of my own for some time, the pre-flight inspection evolved for me, slowly but surely, into my own special ritual. By then, the process had changed from a catechism done mostly by rote and decree of a higher authority. It had become instead a private communion with a machine inanimate in the literal sense but also possessing a soul knowable only to the pilot who has come to see something more than just metal and wires and fabric and oil. To be sure, I have my own custom-made and carefully laminated checklist, and I used it without fail for many months and many flights. But in time the pre-flight inspection of my airplane became truly second nature. Instead of carrying the checklist in my hand, I came to rely not just on my memory, but on an instinct and the deep familiarity that grows between companions who have spent hundreds or thousands of hours together sharing both boredom and adventure. Still, the checklist remains in my cockpit, there to be called upon when needed, such as when my routine might be interrupted by a question from an eager passenger or by one of the not-so-infrequent head-knocks as I walk under a wing or past a strut.

For me the inspection is an intensely intimate task, the intimacy unusual for sometimes taking place in the company of others who are blithely unaware of this nature of the act. Most people looking on simply see someone walking around the airplane



looking at airplane things, touching this and wiggling that, fiddling with strangely named parts to make sure they move or don't move according to their design. But if the watcher were to know me well, they might know of how my soul is illuminated by flying; they might realize the airplane is to me so much more than just a machine smelling of fuel and oil and mechanical things, that it is my magic carpet to wondrous places. Knowing that, they might spot the little signs that indicate they're witness to something more than just a pilot marking items off his checklist.

They might see as I walk around the airplane my hand rarely leaves her surface, giving the constant gliding caress of a lover's familiar curves. I find her surfaces cool from slumbering in the hangar's shadows or warm from the sun if she's already awakened for the day. I stroke the smooth shiny parts sometimes just for the pleasure of the touch, not inspecting really, but through my hands remembering once again the shape I already know so well. Then, pausing at the bumps and fabric seams and joints between mated parts, my hands and eyes seek unfamiliar contours that might signal something amiss or changed from the last time we danced like this. Sometimes my fingers trace the random pattern of bug splatters along her wings and tail, satisfying because their presence tells of recent adventures in the bugs' sky-world, but disconcerting because they also tell I have been inattentive to my friend by putting her to bed without cleaning her. I absolve myself for this inattention by thinking of the bugs not as blemishes that mar her beauty, but instead as dancing freckles on a fair-skinned pretty girl long in the sun.

The watchers might see me linger in places after the inspecting must surely be done. I linger there because gazing on the lines and curves of my airplane never fails to cause my breath to catch and my pulse to quicken, ever grateful that she belongs to me. To some her shape might seem too utilitarian and lacking refinement, boxy or bulging in the wrong places. But I know her

me she leaps and frolics best and most safely when she's well lubricated and can then move without squeaks and groans. Kneeling beside her, I check that her oversized tires have as much air as they need and the tread for sure footing. I forgive what others might see as her too-large feet because with them my girl can step where others get mired or come to harm. I refer to them as her feet because she lacks the wheel covers my wife curiously calls airplane shoes.

The watchers might see me end my inspection standing at the airplane's nose. As I peer into her cowl at the engine, they might be reminded of a cowboy inspecting a horse's teeth, unemotionally checking for good breeding and fair value. The engine deserves a careful perusal, because it is the beating heart that will sustain the airplane and me above the earth when the terrain is most forbidding and unwelcoming to our return. Soon, though, the emotion is back as I let my fingers trace her

curves and bulges are like the shoulders of a girl swimmer or the thighs of a ballerina, allowing her to dance in her fluid sky and to leap from and return to tiny patches of earth with a grace and skill few others of her kind can match. Certainly her shape is just like that of a thousand other airplanes rolled from the same factory doors. Yet I could spot her in a crowd or from a distance in fading light with but a glance. In good light and full view, her colors and paint scheme truly set her apart. Where most of her sister ships sport straight lines and angles, my airplane wears curving swooping lines of complementary colors and shades, an evening gown uniquely her own that tells she was certainly dressed with loving care.

The watchers might see that I attend to my airplane's needs almost before my own. I make sure she has oil and plenty of gasoline to drink, for my girl is thirsty indeed. Testing all her moving parts, I assure myself that her joints aren't stiff, because like

propeller from tip to tip, checking for nicks and good condition while also taking in the elegant shape of the magical device that will soon propel us skyward. At last, the watchers might see me step back, my hand slowly drifting along the shining spinner as I'm reluctant to give up this physical contact. For a few long moments more, I stand staring at my airplane, as if memorizing once again a face I could never really forget.

This airplane has taken me many wonderful places and taught me many things about flying, about the earth and sky, and about myself. As I carefully look her over before each flight, I'm fondly reliving adventures past and already dreaming of adventures yet to come. I place a hand on my old friend and wonder where she'll take me that day.

Author's Note: Maule N586EC has another home now. She was my third airplane. While hopefully she won't be my last, no other will ever completely take her place.

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If you Want to Get Someone's Attention, Whisper! – A Tribute to Bill Hudson



By Lynn Harden,
WPA Yakima Valley Chapter

For most of us it's easy to recognize a leader in the community. They most often are the ones who stand out in a crowd. Through focused persuasive oratories they fire up a group and inspire activity and action. What is very rare is the leader who leads from within. The quiet, reserved person who leads from example, personal action, and a long-term commitment to the friends, family, and organizations they are involved with. Such was Bill Hudson. For over twenty years I have known Bill and been on the receiving end of his quiet friendly support and encouragement.

When Bill talked to you he spoke in such a low quiet voice that you were drawn to listen closely to hear what he had to say. My mom used to say God gave us two ears and one mouth so we could listen twice as much as we talked. With Bill Hudson, I believe he was an example of "listening twice as much" but he also didn't waste a lot of words when he spoke. When you talked with Bill you always got the feeling that he thought a lot about what he wanted to say before he said it.

My first memories of Bill are as a fellow pilot who I was always running into at the airport. I remember one early spring day when we left the hangars at about the same time for a quick flying break. Bill was headed for Sunnyside for a few touch and goes and I was headed for Selah to take some pictures. On each side of the ridges, north and south, the winds got very rough. I returned first, a little rattled after being thrown



around the air and having my seat back come loose. A short time later Bill taxied in. He said that it was so bad that he never did touch the runway in Sunnyside. With a gleam in his eye, a smile on his face, and his low quiet voice he noted that it had gotten a little exciting. I don't think I ever knew Bill to be rattled about anything.

Later, when Mike Butterfield and I sponsored a Boy Scout Air Explorers group, Bill was one of the pilots who was always willing to help share the experience of flight with the kids. He loved planting the seeds for future pilots. Many of the Explorers were interested in hearing about the airplane Bill was in the process of building. One night Bill hosted the meeting at his place where the Explorers got to see the work in progress. His engine had just arrived and he was still riveting parts to the fuselage. The kids all got a kick out of the trip but the "kid" that got the biggest kick out

of the meeting was Bill. His quiet excitement was infectious.

Then there was the Young Eagles Program. Bill Hudson is credited with flying 67 kids in the program. With Bill it was more than giving a kid a ride. When my wife, Tracy, was loading kids, he used to tell her to find the kids that were a little older that actually wanted to fly the plane. He loved to inspire "kids" of all ages.

Bill did an excellent job with the local EAA Chapter 206 newsletter. Month after month, year after year, he got the newsletter out with a few well-chosen words and interesting tidbits he would find to share. When I was the Director at the McAllister Museum he would always help me get the word out about the many events by picking up my flyers and stuffing them in the newsletter. Of course, when I would offer to help him fold and stuff the newsletters, he rarely took me up on it. This was just something he was happy to do.

When we had new displays and things going on at the



especially pleased when they got to take a hop with Bill.

Even during his last days he was optimistic about what might be instead of dwelling on the setbacks he'd suffered. He told Bob Hammer he would need to start



work when he got out of the hospital on another home built he could fly without a medical. The week before he died he took his last plane ride with Lance Sorenson and the two were planning a small cross-country trip this spring. On December 26, 2007 Bill passed away, and at his request there were no services held. Most of us who knew him can picture him taking off and disappearing into the distance.

As I think of Bill I think of the Serenity prayer with a twist. Lord give me the power to change the things I can, gracefully live with the things I can't, and the wisdom to inspire others in a positive serene way like Bill Hudson demonstrated time and time again.

Museum, he never failed to offer a positive word, a smile and encouragement. He often came by during the day and took volunteers up for a ride in his airplane. The students who came over from Ron Nulph's skill center class to work at the museum were

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Comparing the Two Senate Proposals for FAA Modernization

The Alliance for Aviation Across America strongly supports the modernization of America's aviation system, so that it can continue to be the safest and most efficient in the world. Currently there are two proposals in the U.S. Senate for funding FAA modernization.

We Oppose: The "User Fees" in Senate Bill 1300

Introduces A Radical "User Fee" Funding Scheme that Will Hurt Small Businesses:
S.1300, which narrowly passed the Senate Commerce Committee by a vote of 12-11, establishes a new \$25 per-flight user fee for all turbine operations. The per-flight user fee is very regressive, applying equally to a jumbo jetliner flying out of JFK with 300 people aboard and a turboprop aircraft flying in controlled airspace from a small town with 5 people aboard.

Necessitates a New IRS Style Collection Bureaucracy
The proposal would require a large and expensive bureaucracy of billing agents, collection agents, auditors, dispute arbitrators, and others. The International Air Transport Association has said that it costs international airlines \$85 to \$125 just to process a user fees in foreign countries that use them. That processing cost is likely to be even higher for small and mid-size businesses that do not have large accounting offices.

Creates a Powerful "Special Interest" Board
S.1300 establishes a 7-person board, including industry representatives, with significant authority over the FAA's budget, hiring decisions, and spending programs. This strips Congress of its traditional authority to make funding decisions on Aviation.

Gives a Huge Tax Break to the Big Commercial Airlines
It has been widely reported that, in establishing the \$25 per-flight user fee, the Senate Commerce Committee will recommend that the big airlines be relieved of the 4.3 cents per-gallon fuel tax they currently pay. The exchange of a \$25 per flight user fee in lieu of their 4.3 cents per-gallon fuel tax represents a 'golden swap' for the big airlines that will allow them to pad their profits by hundreds of millions of dollars.

Singles Out Part 91 Turbine Operators
While the big airlines are allowed to pad their profits by swapping their 4.3 cents per-gallon fuel tax for a \$25 per flight fee, Part 91 turbine operators are being singled out for payment of the fees *and* increased fuel taxes. While not specifically stated in the bill, the Senate Commerce Committee recommended that the federal fuel tax paid by Part 91 turbine operators be raised 125 percent, from 21.8 cents per-gallon to 49 cents per-gallon

Regressive, Environmentally Unfriendly
Proposes a "one size fits all approach." Creates no incentives to burn less fuel or use less congested airspace.

We Support: The Senate Finance Proposal (Baucus-Grassley bill)

Rejects "User Fees"
The Baucus-Grassley bill, which was unanimously passed by the Finance Committee in September, rejected user fees in its bill and increases the jet fuel tax rate for general aviation from 21.8 cents to 36 cents per gallon.

Fully Exempts All Piston Operators
The Finance bill also completely exempts piston powered operators from any tax increases and maintains them at their current rate.

Provides \$400 million in New Funding for Modernization
This bill would provide \$400 million (the same amount that the Senate Commerce bill claims to raise) to be paid into the Aviation Trust Fund annually to help fund modernization of the Air Traffic Control system. This common-sense approach allows general aviation to continue to "pay at the pump" through the proven and reliable system of fuel excise taxes that have fully funded the Aviation Trust fund for decades.

Creates No New Administrative Burdens on Small Business
The fuel tax approach embraced by the Senate Finance Committee and by corresponding legislation that recently passed the U.S. House (H.R. 2881) would require no new bureaucracy nor would it impose any new administrative or regulatory costs upon small businesses, small airports and communities.

Progressive
The fuel tax approach is progressive in that it fully and fairly captures the operations of higher end turbine powered aircraft unlike a \$25 per segment user fee.

Environmentally Friendly
The Finance bill is also environmentally friendly as it creates strong economic incentives to burn less fuel and use less congested airspace.

For More Information about the Alliance and FAA Modernization go to www.aviationacrossamerica.org

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