



Wings

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Serving Washington Pilots Since 1960

February-March 2011



President's Message



John Dobson, WPA President

Lessons Learned

It is official; on February 26th at this year's general membership meeting in Puyallup I will be stepping down as President of the WPA. After four years it is time to put a new face on the cover of WINGS. It's time to bring in someone with a lot more energy and sophistication; someone who can polish off my rough edges and unite all of the elements of aviation.

Back in 2007 I talked about getting politically active. I likened the WPA to

Thanksgiving Dinner at Grandmas' house. All of the "big guys", the airlines and corporate jets owners, are sitting at the "adult" table while the rest of us were relegated to the children's table. We were there to be seen and not heard. Fast forward to spring of 2010 when "some" folk from Area 52 felt they could impose an annual .5% Excise tax. The folk in Olympia learned through our letter writing campaign, "speaking with one voice and one message", we were a legitimate

participant. But it was the corporate jet owners who realized how valuable we could be to their interests. And now we have the start of a promising new friendship.

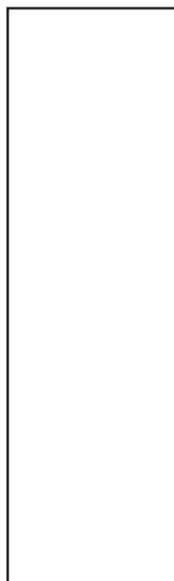
Fast forward to November 2009 and the battle for Vista Field, the WPA recognized the need to become involved in local politics following the loss of Blaine. The stars aligned themselves to show us the way when Marjy Leggett stepped up to the WPA booth in February of 2008 and asked me what I knew about Vista Field. A new WPA Chapter was born. The WPA filed with the state for a PAC (Political Action Committee). AOPA gave us a bunch of money and Dr. Carl Cadwell of Cadwell laboratories (pilot and aircraft owner) worked his influence. The end result, five of seven elected were replaced with aviation friendly representatives and Vista Field is alive today.

These two stories have a common thread and led to my first lesson. The practice of literary incest will not advance your cause. In other words we as pilots recognize the value of aviation. It is more than just being "up there". It's about an efficient mode of transportation; it's about economic growth and opportunity for a community. If the only people we tell our stories to are fellow pilots, you will not change people's perceptions. Sometime back I created a list of airport managers and legislators, people who touch aviation. I sent them a copy of WINGS. That simple act opened so many doors . . . they just wanted to know who we were. Websites and blogs are great but if those in authority are not members of the WPA how will you ever educate them?

The second lesson I learned is that we need to align ourselves with every entity in aviation. It is crystal clear to me that Chapters throughout this state create the "social fabric" that binds us together. If not managed properly it can also be the wedge or "turf war" that keeps us apart. Here is the challenge for the future of aviation. We learned at the battle for Vista Field and the debate over excise taxes that we were much stronger when we worked together with other interest groups. It is fact that our pilot population is in decline. It is also fact that we will never go away. But with reduced numbers it is imperative the WPA work to become part of a larger organization. Maybe we join forces with the Washington Aviation Association . . . those business owners who sell goods and services to pilots and owners? We are GA but many of our members work for Commercial Air Carriers and manufacturers. Maybe we should investigate what we have in common with them. Who else might we align ourselves with? Are there potential allies within the aerospace industry? What about the educators who teach math and science at the Aviation High School? Start thinking outside the box; this is a numbers game. The 135 jet owners in this state recognized we could help each other. It is time we become part of a larger coalition.

Finally, I want to say "thank you" to so many who helped me over the past four years. It may have been my face on the front page. But the ideas, the articles, the direction, the successes all came from you; Dave and Charles, to Marjy, Tom Fox & Bill Reith, the Directors and the balance of the Board members from each chapter. And my personal thanks to Colleen for every issue of WINGS. I am not walking away from the WPA; I will always be a member. And as I continue to work from "the dark side" I may be able to help in different ways. Again, thank you all for the opportunity to serve.

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WPA General Membership Meeting Northwest Aviation Conference-Puyallup February 26

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NEW WPA WINGS EDITOR URGENTLY NEEDED!

Call Colleen Turner at 425-306-7391
or email her at wpawings@wpaflys.org

Why WPA?

By Jerry Ward, WPA Membership Director

If you are reading this issue of the WINGS publication then you are probably an Aviator or a Want-a-Be Aviator. So why do you need to be a paid member of the Washington Pilots Association? I am sure you have heard all of the favorite reasons – WPA works locally and statewide to preserve your right to fly; WPA is your voice when lobbying state government on state and local aviation issues. These and many others are valid reasons to join WPA.

But, as a pilot or a want-a-be pilot you should also be aware of some other things that go on behind the scenes. Many of you attend the monthly meetings put on by your local WPA Chapter of Aviators. Just how much work do you think is involved in making one of these meetings happen? Well I can tell you. A lot! These meetings usually have to have a place reserved to meet in – someone has to schedule the meetings and someone has to find someone willing to come and talk to you about some aspect of aviation, piloting, or new aviation technology. There may have to be a computer with Power-point presentation capability. These meetings don't just appear out of nowhere. But, these meetings are extremely valuable to you as an aviator. You learn about new aviation airspace information, TFR's and how to stay safe, things to do when flying into controlled airspace that would normally not come up if you fly out of non-controlled airports most of the time, etc. You are always learning better ways of keeping your airways safe.

We as members of WPA are very lucky to have such an organization that can do all of this. Our right to continue to fly is being challenged more and more everyday. We have all sorts of people in our chapters – lawyers, doctors, judges, cooks, construction workers, and many just old retired guys. So our membership base is not always the super rich like the government thinks all aviators are.

Some of us are living on very small incomes and trying to make a hobby of flying a general aviation airplane is already really expensive. We must have a current annual on our plane, carry insurance for the plane, keep our charts current, pay our state aircraft registration, and buy fuel for the plane. All of this is really tough to keep up with.

But due to our state government over spending and being about 50% larger than it should be, they are doing everything they can to figure out a way to get even more money out of us. You need to be aware of what you can do as a citizen to help us fight this injustice. We should write or call our state representatives and let them know that we are opposed to more aviation taxes. With fuel at over \$5 a gallon, we are already on the verge of being unable to fly anywhere. There are more planes for sale now than ever before. So many people have to stop flying because it is already too expensive. If you want to see general aviation continue to be available, then you need to join WPA and then actively take action to help us fight to keep flying affordable.

What's that... the \$109.00 Hamburger?

By Bill Reith, WPA Paine Field Chapter

Last time we discussed the efforts of the legislators in Olympia to impose an excise tax on GA aircraft in Washington State. Another tax that greatly affects aircraft owners and operators in Washington is the State sales tax. Washington imposes a sales tax on the retail sales of tangible personal property, which includes aircraft. There are plenty of areas where these taxes come into play that have a bite.

The first transaction that is subject to the tax is the sale of an aircraft in Washington. If the sale is from a Washington resident to a Washington resident the tax is due. What about the sale from a Washington resident to a resident in another state? If the delivery is in Washington, the State considers it a Washington sale subject to the tax. There are some exceptions, but sellers beware. Make sure the sale qualifies for an exception or you might consider making the delivery outside of the state. If you purchase the aircraft outside of the State of Washington, but use it in the State, the tax is due upon first use within Washington.

Next, let's discuss rental activities. Rents of tangible personal property are retail sales and subject to the sales tax. But wait a minute you say, I just paid the sales tax when I purchased the aircraft for use in Washington; are you telling me the tax is due on the rents too? Yes, this can be true. If you purchase the aircraft, and pay the tax, and there is intervening use in Washington, the tax will be due again on each rental payment. If the single purpose of the original acquisition is to rent the aircraft, it is a purchase for resale,

i.e. for retail rental use, and the sales tax will not apply to the initial purchase. Beware, the "first use" by the owner of the aircraft, other than as a rental, will result in use tax on the full value of the aircraft. Use tax is equivalent to the sales tax. Examples of first would include personal use or scenic flights for hire (other than rental). The State does not prorate the tax based on the personal use; it is on the "first use."

The State is looking for tax revenue everywhere. Many of these transactions arise from conducting a business of selling, renting and repairing aircraft. Beware that the State is actively pursuing unregistered businesses, but its not just business ventures that are being watched. The State searches the internet for unregistered businesses and is observing aircraft physically located in Washington to determine if the sales/use tax has been paid. Aircraft transactions are generally a significant dollar amount and the surprise of the Department of Revenue inquiry and potential tax is never welcome. Careful planning and proper execution is essential. By the way the \$100.00 hamburger is really \$109.00 with tax!

WASHINGTON PILOTS ASSOCIATION



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Be smart, and please fly safely.

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Real Aviation Lobbying

By Tom Jensen, WPA Airports Director

For over 20 years this small photo of N6395T has been framed on my shop wall with a small engineering drawing of an N3N-3. It has been there as a hopeful dream because my flying was triggered by that airplane and I always wished for one. Wished, but never expected...



6395T belonged to a friend who had sold it to an airline executive named Charlie W. Charlie was famous for "deals" and this one meant that the airplane had never been paid for. My friend asked me to find it, which I did, at Auburn sometime around 1973.

I got to hand crank the inertia starter and pull the clutch to start the Wright 760 that first

time. This was the engineer's dream, sort of a mixture of Berkshire steam locomotive, gas turbine and Da Vinci ornithopter which didn't flap -- it was all out there to see, smell and feel how it worked.

"Hey, I can do this!" My first ride included some aerobatics on a beautiful spring day. Green grass, blue sky, green sky, blue grass, etc. The aviation disease was thereby contracted.

6395T was in the care of and being put to good use by three fellows who were flying any open-minded state legislators. Talk about effective lobbying!

I couldn't afford to buy N6395T at the time but it would have made a great trainer. (We learned to fly in 150's out of BFI at about \$7/hr. wet.) 6395T went to a new home in Pennsylvania and life went on.

Aviation is full of fun people and I've been fortunate to connect with some. One of those connections returned a favor by recently offering me his N3N project. Gold had shot up through \$1300 the day before with no end in sight so I took a few of my increasingly

worthless retirement dollars and made an investment. With the help of several WPA members, the purchase and transportation from Sandpoint ID was accomplished on Halloween. (Note the Jack 'o Lantern...)

With some more help from my friends this N3N will be flying this summer. And it will indeed be used to provide friendly rides to as many reporters and legislators as I can corner.

If you have access to an airplane and know a reporter or legislator, consider doing some lobbying on your own before this legislative session ends. It could be critical to YOUR flying future.



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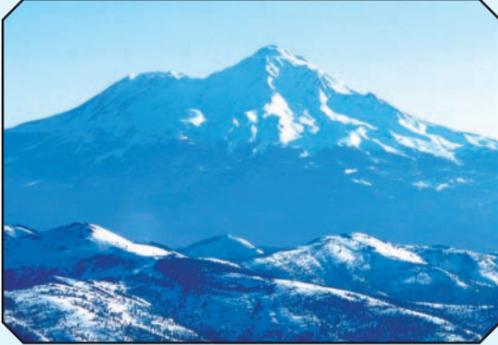
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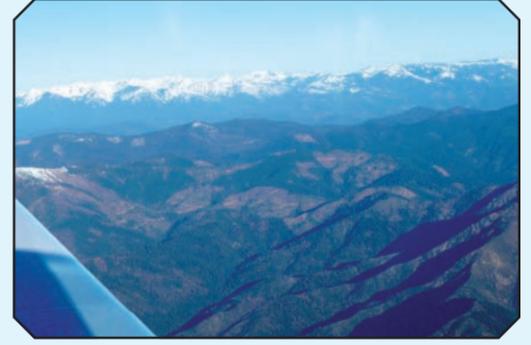
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A Spring Cross Country in the Tecnam Sierra



By Cathy Mighell, WPA Arlington Chapter

We were scheduled to fly out of Sea-Tac to Orlando then drive to Vero Beach where we would meet Sam, the owner of the aircraft we had bought sight unseen from 3,000 miles away. After finishing the purchase transaction, we would start the long flight home, with plans to arrive back at our home airport of Arlington, WA (KAWO) five days later.

Of course, a coast-to-coast flight in a two-seater aircraft in March is never as simple as that . . .

Enroute to SeaTac, I learned our flight had been cancelled and we would now be arriving in Orlando closer to midnight. I arranged to meet Sam later the next morning. This would postpone our departure to mid-day or, if the volatile spring weather in the southeast continued, perhaps later.

After putting up in a HoJo with squishy carpet and dank sheets, we made it to the airport to meet Sam. As happens when people "meet" via phone, I had developed a mental image - he was 77, nasally voiced, fond of martinis, and wealthy - undoubtedly a Woody Allen looking character. The Sam who waved to us had a full head of white hair, a cherubic face and smile, and looked strong and hale - younger than the years and martinis and "I can't fly anymore" story suggested.

We visually checked out the aircraft - it was now too windy to fly it - and, as all looked well, we signed the papers and N107TU was mine! Sam insisted we return our rental car and use his hangar truck to get around town. We were happy to comply. We decided to forego the dank sheet experience of the previous night and go find another hotel. We were happy to find that the Holiday Inn Suites at Vero Beach had nice clean rooms, directly on the beach. We booked ourselves for one night, well worth the extra twenty dollars.

After lunch, we checked weather again. It looked like Mother Nature might hamper our plans for tomorrow as well. All we could do was wait and watch. The extra time would give us an opportunity to study the POH and avionics manuals so we would know the aircraft systems a bit better. We decided to ship the logbooks and other gear to save weight. A trip to the post office and Radio Shack for a cable attachment for XM radio was our activity for the afternoon and then we retired to our separate rooms for a much needed nap. If weather cooperated tomorrow, we would be ready to go.

Friday morning I was showered and knocking at John's door by 5:30am, ready to go. He just shook his head no. As we were both up now, we decided to go to I-Hop for breakfast. We waited outside until opening hour at 6. It was dark and our waitress "Ginger," was frighteningly cheerful. The excess in joviality was equaled by the colossal food quantities -- huge piles of eggs, hash browns, pancakes. It was too much, too early. Fortunately the cheap price made it easy to walk away from the mounds of untouched food. Back in our rooms, back to bed, weather check in two hours. Again, no joy on the weather.

We were half way down the east side of the Florida peninsula. A line of thunderstorms stretched jagged red radar returns from west of New Orleans diagonally across to the Carolinas. It was a severe weather watch, with embedded thunderstorms and tornadoes ripping apart Louisiana, Mississippi, and Alabama. The system was reported to be moving northeast but it kept rebuilding in place and effectively blocked our exit route from Florida. Perhaps tomorrow would be better. A trip to the local bookstore replenished our reading material ("Straight on 'til Morning" about pilot Beryl Markham's adventures!) This would add to our gross weight as I could never bring myself to part with books I loved. One last weather check before we called it a night.

Despite the ferocious storms to the north of us, the skies had been blue here. The strong winds out of the southeast (rushing toward the low of course) kept the poolside a bit too cool for a visit, but the sunshine felt good. After a long northwest winter, a little vitamin D was in order.

Saturday dawned clear and windy again, but the weather gods to our north were still raging battle. It was no place for a small aircraft to venture and we renewed our hotel rooms for another night. We visited the Saturday market, then holed up in our rooms to read. Final weather check of the evening gave hope to starting our long trip west midday tomorrow.

Sunday morning we paced and waited and checked and finally our break arrived. We checked out and headed to the airport. I called Sam to let him know we were finally leaving and invited him to join us for lunch before we departed. We loaded the airplane, waved goodbye to Sam who snapped our picture, perhaps to go into his photo book of planes he's owned, which apparently were numerous. Over lunch, he had told stories of the Cirrus, Baron, Pacer, Chieftain, and other aircraft of his life. I didn't sense any sorrow at the thought of this being his last aircraft. A full life leaves no room for regret.

We took off into ominous skies. The radar showed that the thunderstorms had diminished and if we could weave our way through the low lying remnants, we would be into clear weather ahead, albeit with strong headwinds (now rushing into the low behind us). The turbulence jostled us and we were both on edge a bit as we saw how much this little bird could take and if, as Sam promised, the engine did indeed "run great." After a bounce that knocked me against the canopy, I tightened my seatbelt and it fell apart. The next half hour I spent trying to piece together the bits, one-handed and backward. We finally cleared the black and gray ceiling and made our first landing at Perry. A quick re-fueling, a bit of seat belt repair, a visit to the restrooms, and we were off again.

Takeoff was with 15 degrees of flaps and I forgot to raise the flaps before we're out of the white range. A checklist would be nice. I would work on that tomorrow. As we approached Tallahassee called in to get clearance and suddenly the radio wasn't working. It was our second flight in this aircraft. We were flying

without a checklist. Did we do something wrong, forget to flip some switch, or was the darn thing malfunctioning? Had anyone been hearing us along the way? We recalled that the tower at Vero Beach heard us, so we knew the radio did indeed work. I tried. John tried. We both tried again. We fiddled, adjusted knobs, tried again. The controller heard our attempted transmission, but no voice. Finally John said, "You know I wonder if we have the wrong headsets on?" We both use Zulu headsets and they plug in side-by-side between the seats. Sure enough, after switching headsets, my PTT worked a lot better with my microphone, and the controller could hear us!

We were racing against night now, and we landed at Hattiesburg, Mississippi with the sun. I was watching the runway, but John assured me I beat the sun down. By seconds. By the time we refueled and tied down, it was dark and there was no one in sight. A large hangar stood open with an airlift helicopter inside. I knocked "Hello?", but it was deserted. I opened a door nearby and was looking into someone's bedroom. Oops, sorry, "Anyone there?" I called out. A big guy appeared, one of the airlift nurses, and welcomed us in a Deep South drawl. He looked up a taxi number for us and invited us in for water and a friendly chat. We were waiting for the taxi in the dark deserted middle of nowhere with our bags at our feet when a car drove by. I waved (who knows how long a southern taxi might take?) and the driver stopped.

"Hi y'all, ya need a ride somewhere?" As our new friend Julian drove us into town, he told stories of being a military pilot and recently selling his Swift because, ever since the grandkids came along, his wife no longer liked to fly, but he now taught at the University of Southern Mississippi and flew the King Air for the president of "Little Miss" which he insisted on detouring so we could view the beautiful campus buildings. It was clear he loved this town and his life.

It was now pushing 9pm and we were tired and hungry, yet Julian's enthusiasm for his life was a pleasure. We eventually ended up at a Fairmont hotel and a walk to Appleby's provided food and some Mississippi mud between my sandal toes. The city planners of Hattiesburg apparently decided that sidewalks were an unnecessary luxury and so we tramped down medians and under bushes and across muddy fields to get to the restaurant. As we listened to the Rick & Bubba show on the way to the airport the next morning, the taxi driver explained that to keep college students from wandering around drunk at night, the sidewalks were rolled up every evening at dusk. Like Julian and the airlift nurse, our gregarious driver loved living in Mississippi.

We were in the air by 7:30am, westbound with the sun. We know it was going to be a long day with the turbulence and headwinds. Although our IAS was 120, our groundspeed showed 78 KPH. We were not getting anywhere fast today. We climbed above a layer of clouds, hoping for less bounces. Another stratus layer was above us and both layers deepened as we proceeded west. We decided to descend through one of the last holes just as the two layers closed in on us in a solid wall of white.

We stopped for lunch in Brownwood, Texas. The nice folks at the FBO loaned us their courtesy car, an old white Bronco with "City of Brownwood" on the door. I figure it looked like we were on official business, so we wouldn't get a traffic stop no matter how many erratic turns and lane changes we made in our attempt to navigate a new town. John drove over the curb on the way out, and assured me he knew where he was going as he splashed through a large puddle, thoroughly dousing my seat through the open window. Fortunately, I was leaning forward to avoid my back burning on the hot upholstery. At least the splash cooled the seat, and I leaned back and reached for my seatbelt but noticed that the push button to release the clasp was missing. As I didn't wish to slowly bake to death strapped to the plastic upholstery, I decided to forego the safety feature and put my faith in John's fearless driving. We lunched at Humphrey

Petes and guessed our way back to the airport for another leg of flying.

Winds were getting stronger and the route ahead was dry desert. The weather reports stated unlimited visibility that was belied by the brown haze. We tried to climb above it, but at 10,500 feet there was still no relief and the sandy haze thickened into near IMC conditions. We decided to wait out the sandstorm and descended for an approach to Midlands Regional. We were nearly over the threshold before we finally saw the runway. John handled this landing. With 40-50 knot surface winds and low level wind shear, it was a challenge, but he planted it firmly on the ground and we taxied to safety on the leeward side of a big hangar.

I walked over to chat with a local pilot who was just hanging his Cessna 172, having wisely decided to forego today's flight. "Wayne" showed us a T-hangar we could tie down in for the night and drove us over to the FBO. This FBO also loaned us a courtesy vehicle, a white pickup, and we were off to find another hotel. We spotted an Outback Steakhouse and agreed that a steak sounded great after that last trying flight.

The next day dawned clear and we were ready to go before 7:00am. Preflight revealed a large chip out of the trailing edge of our propeller. After consulting several mechanics, who determined that the weight of the missing wood would be insignificant to the balance of the prop, we verified a normal run-up and take off. An uneventful flight took us along the Mexican border past El Paso to Las Cruces, NM for lunch and we were off again to Marana, AZ. John did Russian acro training here and he was happy to see old friends - Elena the stern Russian lady, and Dan and Jeff the sociable A&Ps. We rested in the sun for a moment, making necessary phone calls while we had reception. John walked to the airplane, ready to go, and I followed while still on the phone.

An hour into our flight I realized I had left my purse behind on the picnic table. Our phones didn't work at this altitude so I bothered Flight Service to contact the FBO. After a short delay, they kindly confirmed that they had located my purse at Marana and were holding it for me. I now became a passenger without a pilot's license and John was PIC, as well as financier of this journey.

We landed in Apple Valley, CA for the night, again descending with the sun. The winds were ripping coldly across the tarmac so we control locked the stick with the seatbelt. A taxi took us into Victorville to a cheap hotel and Taco Bell dinner. I admitted to being beat with 15 hours of aviating behind me. We bought Redbull for tomorrow and chocolate for tonight and retired to our beds.

The next morning it was foodmart donuts and auto-latte breakfast in the dark then a taxi to the airport. We were off before 7:00am, north across California. By 10:30am we were ready for a real breakfast in Visalia. Weather to the north of us was deteriorating rapidly and we were forced to stop in Redding. With 50-70 knot headwinds across the Siskiyou Mountains and low ceilings we realized we would not get further today. We took up residence in the Oxford Suites for the night and hoped for clearing tomorrow.

One night turned into three, with each day's highlight being meeting to check weather and updated TAFs. There was no way we can get over the mountains and stay under the overcast and the cloud tops were too high for our little bird. The continued strong headwinds were not something either of us wanted to mess with, so we amuse ourselves as best we could and it was not until Saturday that we turned our prop toward home.

Once we crossed the Siskiyou and got into Oregon the tailwinds were with us for once and we scooted home at 130-140 knots groundspeed - the best time we had made so far. I took the final landing into Arlington, a glorious spring day with friends all about to welcome us home victorious. It had been a grand adventure, with new sights, new challenges, and new friends.

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WPA Chapters Around the State

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

BREMERTON - Contact *Don Dickson at 360-620-5546 or donanjudy@tscnet.com* for further information.

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

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

DEER PARK - Deer Park chapter meets at the Deer Park Airport (KDEW) Administration Building on the last Thursday of the month, except in February, November and December. The Administration building is located near the south end of the airport. A potluck dinner begins at 6:30 pm, with an aviation-related program beginning at 7:15, followed by a short business meeting. Guests are always welcome. *For more information about Deer Park chapter and its activities, please contact Roy Lakewold at 509-276-5733 or email rbl77@earthlink.net.*

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

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

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

OKANOGAN & FERRY COUNTY - The Okanogan & Ferry County chapter meets on the third Thursday of the month alternating between Omak and Tonasket. We go dark for the summer after a fly-in at the Twisp Airport on May 22. We start up again in September. *To confirm meeting details, contact Lee Orr at 509-486-*

4502 or Monica Oakes at 509-422-0678 (2monica8@gmail.com). Anyone in the Twisp area on Friday night is encouraged to come by the airport. Pilots gather every Friday night. Contact Bob Hoffman for more information – 509-997-8141.

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

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.wpaflys.org/chapters/paine or send email to paine-president@wpaflys.org*

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

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

SPOKANE - Meetings of the Spokane chapter are usually held on the third Wednesday of each month over dinner at Marie Callander's Restaurant, beginning at 6:00 pm. (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 Tom Morris, tzmorris@comcast.net, 509-924-5544.*

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

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

WENATCHEE - *Mary Ann Fish, flyingfishwa@earthlink.net, 509-860-1973.*

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the first Thursday of the month. *For meeting location and other details, contact Les Flue at 509-952-2376 or email les_f@lesflue.com*

News from Bremerton Pilots Association

By Don Dickson, WPA Bremerton Chapter

The Bremerton Pilots Association finished up a great year with our annual Christmas Party on December 11th in the Avian Aeronautics' big beautiful hangar. We enjoyed a another great buffet from Tom Dacy's Airport Diner, tapped our feet to the harmony of the Jaybirds Quartet, drooled on the beautiful airplanes on display provided by Pat & Patrece Barrett (Starduster), and Greg & Trish Williams (RV7), and had a wonderful evening renewing old friendships and making new ones. A successful evening any way you shape it. Thank you again to all who worked so hard to make this an evening to remember.

Thanks to the collective generosity and support of those attending, the Christmas Party and Youth Aviation Scholarship Auction was a tremendous success. The following is a brief overview of the evening's events.



• Pat & Gin Heseltine, Avian Flight Center, were given a long applause for all their help and support making the annual Christmas Party possible. From the use of their squeaky clean hangar to the donation of many auction items, we truly appreciate all of their time and energy. The Avian Flight Center hangar was transformed from "work central" to "party central" by the great Avian staff. Pat and Gin were not able to attend due to a family

emergency. Their award from the Bremerton Pilot's Association will be presented on Monday. Thanks again Pat & Gin.

- Port of Bremerton Commissioner Roger Zabinski presented a check to the BPA Youth Aviation Scholarship for \$3,500.00. We appreciate the continuous support from the Port of Bremerton. Thank you Roger, and a special thanks to Fred Salisbury, Airport Manager, for the great working relationship and support.
- Robert "Bob" Eskridge was presented an Award of Honor for his long time dedication to the aviation community. He received a well deserved standing ovation. There are no words or awards that can adequately express our thanks for the many years he has been an example and mentor to us all. Thank you Bob.
- Lt. Col. Raymond Swalley Ret. (Mark Swalley's Dad) was presented an Award of Honor for his service as a Marine F4U pilot in World War II. Ray donated several CD's titled "Blue Devils", Marine Squadron VMF-451 for the silent auction. A tip of the hat and salute for your service Ray.
- Terry Wallace, a past flight instructor from Bremerton, sent a check for \$200.00 to be used in the Youth Aviation Scholarship. The check was presented to BPA Treasurer Jim Swartwood. Thank you Terry.
- Both the silent and live auctions produced some friendly and lively bidding that resulted in a successful boost in funds for the Scholarship. Thank you again to all those who brought items for the silent auction, and to those who created desserts for the live auction. How do you spell caloric overload?

(Continued on page 5)



A Step Forward for Kelso

By Tom Jensen, WPA Airports Director

A past WPA state membership administrator sent me a link from The Daily News (Kelso) which reported on adoption of the airport master plan by the city council.

This looked like good news but the online article was copyrighted so I called Denny Wise. Denny is the Kelso airport manager, FBO owner and general aviation advocate. He noted that future federal funding will be necessary to extend the airport the bit necessary to achieve state designation as a regional hub; plan adoption was one step, an important one as it shows the council endorses the plan's vision.

Adoption of this plan was key to enabling future grant funding needed to support ongoing engineering environmental studies, which are required for ongoing development. The master plan itself was an expensive undertaking, with most of the funding provided by the FAA. Our

WSDOT Aviation Division helped with a grant to match the city's contribution. (Thanks, AD!)

Important progress, but just a piece. I'm struck by the importance of personal engagement and Denny's enthusiasm in all of this.

Denny and I got off topic when we started talking about biplane projects. (He is looking at a Meyers OTW project which is for sale by a Sorrell relative. Other Sorrells did the HyperByte and fun stuff like the 3/4 scale Fokker triplane which now hangs in the McMinnville museum.) When I think about it, that's not off topic at all because airports are as essential to the preservation of history as a means of enabling flying artifacts by providing gathering places for pilots and restorers.

I encourage readers to get involved and either support or become an AOPA Airport Support Network volunteer for your local airport, like Warren Longden for Kelso.

Update on Colville Airport

By Dave Garringer, WPA Colville Chapter President

It's something that has not happened in Washington State for many years -- a brand new relocated airport. That is what we are trying to do in Colville, again. Other than one or two attempts to enlarge the present airport in the distant past the first real attempt to relocate the airport was in the mid-Seventies. The second attempt began in the mid-Eighties and ultimately failed in 1996 because the city and the land owner of the FAA-approved site could not come to terms for the sale of the land.

Now we are doing it again. It started because our present mayor was trying to find ways to boost our local economy and being involved with the last attempt to move the current airport as a city council member, he realized that the area needed an airport that could serve our community better, either at the current site or a relocated site.

I believe, here in Colville, we have a very nice airport. But I'm biased since I also manage it. The problem is that the runway is relatively short at 2700 feet with no ILS capabilities, so it's limited in its commercial and emergency uses. Also the most common runway used, 19, departs over the south half of the city, where you are immediately over a nursing home, hospital, churches and numerous homes. Within the left hand pattern for runway 19 lies the Colville High school and within the left hand pattern for runway 01 lies an elementary school. As you can see there are some economic and safety concerns with the current airport although it still serves the community and its users very well. Because of these reasons and others, the FAA and WSDOT Aviation have identified the Colville area and Northeast Washington as being in need of a regional airport which would fill a gap in the state's aviation infrastructure. Since Colville is the economic hub of Northeast Washington, it's a perfect fit.

As with many other towns and cities in the state, Colville is not wealthy. So to fund this project, FAA and state funding is a necessity. The FAA has stated they will not fund any improvements at the current airport due to its limitations. So it looks like relocation is the only, and probably, best option.

This current round of the airport improvement/relocation project began mid-summer of '09. Because of some mistakes made with local land owners early on in the search for a new site by the local government, it set the tone for the whole process. The NIMBY's came out of the woodwork and because of those mistakes made, an anti-airport coalition was formed that was started by the land owners of a site that was looked at early on. The local media was no help either with negative articles and a forum for many letters to the editor from individuals who knew very little or nothing about aviation or airports. This provided the community with a lot of incorrect and misleading information. Through meetings and seminars with experts in the industry, letters to the editor (3 large letters myself), and speaking in front of the council, many of us are trying to educate the council and the community with the correct information.

And then there is the Colville city council. For the most part the council has been supportive of the current airport. But it has been an interesting, and somewhat frustrating process with the council to relocate the airport. Of course, there always seem to be members on a city council or a county commission or any other controlling entity who have their reservations with a project or who are just flat against it. The Colville city council is no different. But even with some resistance from a couple of members on the council, and some trepidation from other members, the process has painstakingly jumped the necessary hurdles (some of the same hurdles more than once) to get to the point we are at now.

The biggest concern has been the FAA's requirement that the city be willing to use eminent domain if necessary. Where will the city's share of funding come from, and is there really a need? Some of the questions have been answered and many more have yet to be answered.

The city applied for and received a grant of \$25,000 from the CERB (Community Economic Rehabilitation Board) to have an "Airport Economic Feasibility Study" performed to help answer the question of need. On the evening of January 25th the findings of this study were presented to the city council. It compared economies of our city with cities of similar size that have airports of the size that Colville is wishing to build, i.e. 5000 foot runway, etc. It showed that Colville was usually on the bottom of the list when compared with these other, similar cities throughout the country. That same night the council needed to vote on two topics to satisfy the FAA before the process could move forward. If voted against on either topic the whole thing would die then and there. This wasn't the first time a vote like this had come up in the past, but this time it would decide if we would move forward to the site selection process required by the FAA. This would identify the best possible site or sites for a relocated airport and would also give the city a better idea of the cost of this type of project.

It was like a watching long, frustrating football game in which your team was down 20 points in the middle of the 4th quarter. And then the planets aligned and your team won. By some very unexpected voting by certain city council members, both positive and negative, what needed to pass passed.

While waiting for grant approval from the FAA, the city will hire a qualified engineering firm and start the site selection process. This will take approximately a year. So if you are interested, stay tuned. We have only just begun and there are many more hurdles yet to be jumped.

News from Bremerton

(Continued from page 4)

- The table centerpieces provided by Steve & Sandy Charbonneau from the Candy Shoppe in Port Orchard were beautiful, tasty, and festive. Thank you Steve & Sandy for going well above & beyond.
- And a special thanks to Doug Haughton for making the Christmas Party happen and for bringing a terrific group of car enthusiasts and their beautiful rides to the Blackberry Festival Fly-In, and their significant contribution to our scholarship fund. Thanks Doug.

2010 was a good year for the Bremerton Pilots Association and 2011 looks to be even better. Our 2011 events are listed below. If you have any questions, would like to help out or join us, please call Don Dickson at 360-620-5546.

February 18th, meeting at the Airport Diner. Aaron Capps, Bremerton Motorsports Park (BMP) President will update us on the exciting BMP project and vision. Aaron owns Advantage Nissan. Tim Thompson, Port of Bremerton Executive Director, will address us on "State of the Airport," projects and future planning.

February 26th & 27th, Northwest Aviation and Trade Show, Puyallup Fairgrounds, **WPA luncheon on the 26th.**

May 13th, Meeting in the PWT Conference Room, Ron Bright, will present Amelia Earhart, facts and myth. A "must see" presentation for anyone with a hint of avgas running through their veins, and everyone else for that matter.

August 12th, Annual BPA BBQ on the Airport Diner patio just South of the Diner.

September 3rd, Annual Car Show and Fly-in at the Airport.

November 11th, Veterans Day Celebration and presentation in the PWT Conference Room.

December 10th, Annual Christmas party in the Avian Flight Center Hangar. 6:00 PM. We will dance to the music of the Billy Farmer Band "Rock Steady". Our dress theme this year is "anything aviation" (flight attendant, flight crew, barnstormer, passenger, military, etc. Awards will be presented for the top three best dressed. Fame and fortune will surely follow.

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Letters Regarding the Proposed Modification of the



421 Aviation Way
Frederick, Maryland 21701

T. 301-695-2000
F. 301-695-2375

www.aopa.org

January 10, 2011

Mr. Clark Desing
Manager, Operations Support Group
AJV-W2, Western Service Center
Air Traffic Organization
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

RE: Proposed Modification of the Seattle, WA Class B Airspace Area

Mr. Desing:

The Aircraft Owners and Pilots Association (AOPA), representing over 410,000 members nationwide, submits the following comments in response to the Federal Aviation Administration's (FAA) proposal to modify the Class B airspace over Seattle-Tacoma Airport (SEA) in Seattle, WA. Overall, AOPA supports the proposed modifications and offers one recommendation regarding the airspace change northwest of Boeing Field to further enhance the safety and access of the SEA Class B airspace area.

Lateral Dimensions and Variable Ceiling Height

AOPA appreciates the common sense approach the FAA has adopted to include only that airspace required for containment of arrivals and departures from SEA. Arbitrarily expanding the vertical or lateral dimensions to conform to a prescribed standard would not be in the best interest of safety or meet the needs of airspace users. AOPA supports the consideration given to a variable ceiling-height over SEA. Although it is unconventional, this design meets the goals of Class B airspace by containing arriving and departing traffic at SEA while simultaneously increasing the efficiency for general aviation aircraft operating over and around the Class B airspace. In lowering the ceiling height, more aircraft will be able to utilize the area above the Class B airspace resulting in reduced congestion beneath the floor of SEA's Class B.

Class B Expansion to protect arrivals to Boeing Field

While we appreciate the tailored approach taken on the redesign of Seattle's Class B airspace area, we cannot support the 2,000 foot to 10,000 foot sector northwest of SEA. According to FAA sources, this sector was added to contain aircraft arriving at Boeing Field (BFI) which is currently classified as Class D airspace. During a recent review of the Class D airspace around BFI in early 2010, no effort was made to expand or modify the boundaries to contain aircraft arriving at BFI. Using Class B airspace to contain arrivals at a secondary Class D airport is a misuse of Class B airspace. The FAA has not provided any data that demonstrates an existing safety or operational need that could only be addressed with Class B airspace in this area. No pilot outreach or education has occurred to address a safety concern in this area, and no consideration for a less restrictive airspace, such as Class D, was considered prior to proposing Class B airspace. We request that the 2,000 to 10,000 foot sector northwest of SEA be removed from the design modification.

Summary

AOPA appreciates the FAA's efforts to develop a solution that equitably accommodates all segments of aviation in the redesign of Seattle's Class B airspace. We request that the FAA remove the 2,000 to 10,000 foot sector northwest of SEA due to lack of demonstrated need and non-standard use of Class B airspace. Thank you for the opportunity to provide comments on the proposed modifications to the airspace.

Sincerely,

Tom Kramer
Manager
Air Traffic Services

James Combs

January 26, 2011

Mr Clark Desing

Manager, Operations Support Group, AJV-W2

Western Service Center Air Traffic
Organization Federal Aviation Administration
1601 Lind Avenue SW Renton, WA 98057

RE: Proposed Seattle Class B Airspace Revision

Dear Mr Desing:

I am writing to express my opposition to the proposed change in Seattle Class B air space that would lower the floor of the Class B air space over the Magnolia neighborhood of Seattle from its existing 3,000 MSL level to 2,000 MSL. I believe this portion of the proposed changes is outside the scope of the purpose of Class B airspace and is being proposed outside the scope of FAA procedures regarding Class B air space changes; to the point that it involves communications between FAA personnel and United Parcel Service Airlines (UPS) that are effectively ex parte communications. Additionally, this portion of the proposal is based upon anecdotal data that neither the FAA nor UPS has been able to fully document. This portion of the proposal should be removed from further consideration during this process and presented as a separate proposal in which all FAA procedures are properly followed and all interested parties are given a timely chance to cooperatively work through the issues of the proposal.

Purpose of Class B Air Space: According to FAA regulations, Class B air space is designed to protect aircraft using a primary commercial airport: in this case Seattle-Tacoma International Airport. In all of the public hearings regarding the proposed Seattle Class B air space changes, this change has repeatedly been described by Ric Wunn, former Seattle TRACON Manager, as being made to protect UPS aircraft on approach to Boeing Field. Protecting aircraft arriving or departing Boeing Field is not the purpose of the Seattle Class B air space; therefore, this element of the proposed change is outside the scope of the Class B change process.

Ex Parte Communication: Chapter 1 of FAA JO 7400.2G describes the FAA's policies regarding ex parte communications during rulemaking and non rulemaking airspace cases. During his presentation to the Magnolia community on November 18, 2010, David Suomi, Assistant Regional Administrator, stated he could not discuss the proposed Class B changes with the community because it would constitute an ex parte communication. However, it is clear the FAA has had on-going communications with Captain John Andersen, Western Chief Pilot for UPS, and possibly other UPS personnel regarding the proposed Class B airspace change both prior to the community meeting and after it. While these may not technically be ex parte communications under the FAA's policy, they certainly appear to be such to a community that has to live with UPS noise on a daily basis. The remote location of the public hearings on the proposed changes to the Class B air space further supports this community perception. I stated during the Magnolia community meeting the FAA could withdraw the current rulemaking proposal and reissue it with at least one public hearing held in the community most impacted by the proposal. I reiterate that suggestion again.

Use of anecdotal data: According to Mr Wunn, a significant reason to propose lowering the airspace over Magnolia is due to TCAS alerts received by UPS aircraft on the ILS 13R approach to BFI. During the Class B public hearings, Mr Wunn has 1) taken responsibility for adding lowered airspace over Magnolia after the Ad Hoc Committee completed its deliberations and recommendation, and 2) stated the FAA does not have specific data regarding the number of resolution alerts received by UPS. In his presentation to the Roundtable in July 2009, Captain Andersen stated there were about 15 RAs in 2008 with 2009 on par. He further stated that according to Mr Wunn about 60% of these were outside NOLLA. It is curious that Mr Wunn says the FAA does not have the data, yet Captain Andersen cites Mr Wunn as his source for location data. More *ex parte* communications?

By using anecdotal data without specific data points, it is impossible for the FAA, UPS, or other interested parties to determine the actual source of the TCAS alerts. Without this knowledge, any proposed solution is a shot in the dark and may not address the cause of the problem. If the data had been made available to the Ad Hoc Committee, the Committee would have had the opportunity to determine the best solution and recommended a solution outside the Class B airspace redesign process (protecting the BFI ILS is not a Class B airspace issue).

Based upon these fatal flaws with the current proposal to lower Class B airspace over Magnolia, I urge the FAA to

remove this portion of the proposed change to Seattle Class B airspace before proceeding to final rulemaking.

Finally, by virtue of timing and combining of related but separate issues by the FAA, all interested parties are confusing three to five separate issues and processes impacting airspace over Magnolia:

- o Proposed Class B airspace change
- o Change to ILS 13R at Boeing Field
- o Proposed Continuous Descent Approach for UPS to use overnight
- o Changes to SEA flight tracks which put more aircraft over Magnolia
- o Alaska Airlines Greener Skies proposal regarding RNP and CDA approaches to SEA

As a prime example of this, see the correspondence from Eric Candelaria to the KCIA Roundtable dated December 22, 2010, and from Captain Andersen to Mr Wunn dated December 21, 2010. In both cases they link approval of the CDA approach to RWY 13R at BFI to lowering the Class B airspace over Magnolia. They imply the TCAS alerts are holding up the CDA. Given the CDA is to be used between 2300 and 0700, there is little to no VFR traffic that would impact a UPS approach. Additionally, Captain Andersen states: "We also support the relocation of the outer marker as it facilitates a CDA or "gliding approach". According to Mr Wunn, there is no proposal to relocate the outer marker (NOLLA) but the change to the ILS 13R approach added fixes at ISOGE and TOGAE to define the descent profile with NOLLA remaining in service at its current location. If UPS is confused, how can the non aviation community be expected to get all of this straight when the FAA will not discuss it with them? If UPS is not confused and there is a proposal to relocate the outer marker, where will the marker go and how will that impact airspace over Magnolia?

I hope that you can see there are enough flaws in the proposed Seattle Class B airspace modification over Magnolia that it should not precede to final rulemaking. I think there are ways to resolve the conflict between UPS traffic into BFI and VFR aircraft if all of the impacted parties including the Magnolia community representative were to meet together to review the matter. Trying to resolve it by cramming it through the Class B process will create many unintended, but foreseeable, negative consequences. For the FAA to ignore a community that has been working with the FAA at many levels; including Councilmember Phillips talking with the FAA in Washington, DC; for over a decade yet act on anecdotal data for a single air carrier leads the community to distrust anything the FAA and air carrier says.

Sincerely,

/s/ James Combs

James Combs

cc: Robert Burke, Airport Director, King County International Airport
KCIA Roundtable
Dow Constantine, King County Executive
Larry Phillips, King County Council
Airport Support Network, AOPA
John Sibold, Director, WSDOT Aviation Division

FROM THE DESK OF ROBERT BISMUTH

January 26, 2011

Mr. Clark Desing
Manager, Operations Support Group,
AJV-W2
Western Service Center
Air Traffic Organization
Federal Aviation Administration
1601 Lind Avenue SW
Renton, WA 98057

Dear Mr. Desing:

This letter constitutes my personal input concerning the FAA's proposed revision to the Seattle Class Bravo airspace, as published in the Federal Register Vol. 75 No. 189 on September 20th 2011.

The Magnolia Community Club, acting as the community council for Seattle's Magnolia neighborhood, has already submitted comments to the FAA on this proposal and rather than restate those extensive comments here, I will start by stating that I fully support the Magnolia Community Club's position.

I would, however, like to add my personal comments based on my experience as a pilot flying fixed wing aircraft and rotorcraft in the Seattle area for several decades.

I generally support the FAA's proposed revision to the Seattle Class Bravo airspace with one exception: lowering the floor of the Class Bravo airspace from 3000 MSL to 2000 MSL over Magnolia plus parts of South Ballard, West Queen Anne and Puget Sound/Elliott Bay. To simplify wording in this letter, from this point on I will refer to the area within the lateral bounds of the proposed lowered Class Bravo airspace over these neighborhoods as the "Designated Area".

I have attended all three FAA public meetings concerning this proposal. At those meetings the motivation for this lowered airspace was explained as TCAS alerts experienced by UPS' aircraft flying into Boeing Field while using the ILS 13R approach. Apparently the goal of lowering the Class Bravo airspace over the Designated Area would be to eliminate those alerts.

However, at those meetings, and subsequently in conversations with UPS' Assistant Chief Pilot at the January 2011 meeting of the King Country International Airport Round Table, it became absolutely clear that there is no recorded, accurate data that in anyway proves that lowering the floor of the Class Bravo airspace as proposed over the Designated Area would eliminate or even reduce those TCAS alerts. In fact, the UPS Assistant Chief Pilot confirmed that, at worst, UPS had only experienced slightly over one such TCAS alert per month across its entire fleet of aircraft operating in the entire greater Seattle airspace. He could not say for certain that any of these past TCAS alerts had actually even occurred over the Designated Area.

Furthermore, his ad hoc data implied that the majority of such alerts had happened inside the outer marker for the ILS 13R approach and thus in airspace laterally outside the Designated Area — i.e. in airspace whose designation/nature would be unaffected by the FAA's proposed revision to the Seattle Class Bravo airspace.

I therefore conclude that nothing positive would be gained by lowering the floor of the Seattle Class Bravo airspace over the Designated Area and based on that reason alone would strongly suggest that the FAA eliminate that element of an otherwise acceptable redesign of the Seattle Class Bravo airspace.

In case that is not enough reason to justify eliminating this no doubt well intended but misguided addition to the original proposed design for the Seattle Class Bravo airspace that was submitted by the ad hoc working group to the FAA back in April 2010, I would like to further comment on the impact that would result to other users of the airspace should the floor of the Class Bravo be lowered to 2000 MSL over the Designated Area: First and foremost lowering the floor of the Class Bravo airspace would immediately compromise safety for VFR aircraft operating over the Designated Area - a very busy segment of the Seattle airspace.

Today such aircraft operate in a block of airspace from approximately 1500 MSL to 2999 MSL, bounded at the top by the current floor of the Seattle Class Bravo airspace and below by what is effectively the minimum safe altitude at which an aircraft can operate while maintain FAR mandated clearances from obstacles and populated areas. If the Class Bravo floor above the Designated Area were lowered to 2000 MSL, then such VFR aircraft would be compressed into a section of airspace from approximately 1500MSL to 1999MSL. Since the volume of traffic transiting the airspace above the Designated Area is in no way forecast to decrease, lowering the floor of the Class Bravo airspace would either require VFR aircraft to obtain clearances into the Class Bravo airspace or require that they transit airspace with an effective 3x increase in traffic density.

Since Class Bravo controllers typically treat such aircraft as extremely low priorities, clearances to fly into the Class Bravo airspace are traditionally neither quick nor easy to obtain. Thus, pilots would continue what is today common practice and avoid entering the Class Bravo airspace. The net result would be clearly an unsafe situation due to the higher traffic density below the Class Bravo airspace over the Designated Area.

To make matters worse, the Class Bravo airspace over the Designated Area would be surrounded on its west, north and east sides by a segment of the Class Bravo airspace whose floor would remain at 3000 MSL. The proposed transition boundaries to a 2000 MSL floor are not aligned with any convenient landmarks or radials of the Seattle VORTAC navigational aid. Thus, it presents a navigation hazard for VFR pilots.

In order to avoid this segment of the Class Bravo Airspace, pilots would need to pay strict attention to the Seattle Terminal chart while flying through the area. This further decreases safety as their attention would be divided between watching for traffic outside their aircraft and studying their chart to ensure they do not accidentally stray in to the Class Bravo airspace over the Designated Area.

I therefore conclude that the proposed revision to the Seattle Class Bravo airspace would create a navigational hazard around the Designated Area. It would cause a dramatic decrease in safety for VFR pilots operating in the airspace around Seattle. For these reasons, I strongly recommend that the FAA eliminate that element of an otherwise acceptable redesign of the Seattle Class Bravo airspace.

It is clear from discussions with pilots operating out of Boeing Field, that we have a unique situation here in the Seattle Airspace due to the proximity of two extremely busy airports, Boeing Field and SeaTac. Between these two airports our local airspace contains a very diverse a mix of aircraft — everything from large turbine transports on down to primary training aircraft. On top of that, Kenmore Air operates regular a seaplane service out of Lake Union — effectively a 3rd major source of aircraft operations within close proximity to the primary Boeing Field and SeaTac approach corridors. Kenmore's seaplanes fly well established routes into and out of Lake Union that create further complexity in the airspace since these aircraft are typically either descending or climbing as they obliquely cross these approach corridors.

I can well understand the FAA's desire to improve the efficiency of the Seattle airspace. I believe there are changes that the FAA could make quite independently from the proposed revision to the Seattle Class Bravo airspace that would result in significant improvements for aircraft operations within the airspace used by traffic transiting the Seattle area or headed into or out of Boeing Field. These changes would not suffer from the decreased safety issues I have highlighted above relative to the FAA's proposed revision of the Seattle Class Bravo airspace.

(Continued on page 7)

Seattle Class B Airspace...

The key to improving operations within the airspace is really to consider all potential solutions to the core problem that the FAA was trying to solve relative to Boeing Field arrivals: avoiding traffic conflicts between VFR traffic operating below the current Seattle Class Bravo airspace and traffic inbound to Boeing Field on the ILS 13R approach. -3- January 26, 2011 Attempting to modify the Class Bravo airspace to solve this problem is somewhat like using a screwdriver to insert a nail into a piece of wood: it is the wrong tool for the task at hand. Class Bravo airspace is intended, as per the FAA's own publications/policies, to protect and serve traffic heading into and out of its primary airport — in this case, SeaTac. It is not intended to protect or serve traffic headed into or out of a secondary airport, such as Boeing Field. Aircraft operating into and out of Boeing Field are protected and served by the procedures established by the tower controllers who move aircraft through the Class Delta airspace designated around Boeing Field and located below the current Seattle Class Bravo airspace. I believe that the first step in improving operational efficiency in the airspace, while not sacrificing safety, would be to seriously review and revise the procedures that the Boeing Field tower controllers use for guiding VFR aircraft into and out of the Class Delta airspace. Specifically, the FAA should establish local procedures under which the tower controllers direct aircraft into and out of the Class Delta airspace on courses that would not conflict with aircraft in bound on the ILS 13R approach.

In order to maximize the effectiveness of such procedures, the next step would be to extend the Boeing Field Class Delta airspace to the northwest so that it includes all of the Designated Area and extends up to the current 3000 MSL floor of the overlying Class Bravo airspace. This would place the responsibility for controlling the airspace where it should be located — with the Boeing Field tower controllers. They would then be able to advise all traffic within the airspace appropriately (including traffic transiting to and from Lake Union), ensure that arrival and departure corridors were properly used and be fully aware of any potential conflicts with aircraft arriving on the ILS 13R whether that traffic was inside or outside the outer marker.

At first glance these proposals relative to the Boeing Field Class Delta airspace may appear to be outside the scope of this review of the proposed revision to the Seattle Class Bravo airspace. However, I believe the FAA should consider the above points as a viable alternative that would produce a holistic solution to avoiding potential traffic conflicts below the current Seattle Class Bravo airspace while actually improving safety and eliminating the increased pollution and decreased safety that would result lowering of the floor of the Class Bravo airspace over the Designated Area.

I personally would support modifying the Class Delta -airspace in this way — both as a pilot and also as a member of the community. Tower control of this airspace would not conflict with VFR use of the airspace. It would permit the continued, easy use of the airspace by VFR aircraft while at the same time providing timely traffic warnings for all aircraft in the airspace and thus avoiding critical TCAS alerts. From a community point of view, oversight of aircraft flying overhead in such busy, mixed use airspace can only be a good thing. It would not cause any increase in the number of aircraft transiting the airspace and would not change any operating altitudes used in the airspace. It would add an increased measure of monitoring that prevents any inappropriate use of the airspace over the Designated Area.

I would therefore encourage the FAA to examine both the procedures used by the Boeing Field tower controllers and expanding the Boeing Field Class Delta airspace to include the Designated Area — effectively encapsulating the entire ILS 13R approach — from ISOGE all the way to Boeing Field.

I look forward to hearing the outcome of the FAA's process and trust my input and suggestions will make a positive contribution to the overall process.

2415 WEST CROCKETT ST. • SEATTLE • 98199 PHONE: 206 941 1923

Mr. Clark Desing
Manager, Operations Support Group, AJV-W2
Western Service Center, FAA ATO
1601 Lind Avenue SW
Renton, WA 98057

Ref: Proposed Seattle Class B airspace changes

I am writing to comment on the FAA's proposed changes to SEA class B airspace as described in the proposal and the FAA diagram dated 9/23/2010. I am a commercially rated pilot who has actively been flying in the Seattle area since 1969.

I oppose the FAA's proposed changes for several reasons:

The WSDOT chaired a series of advisory meetings in 2010 at which local FAA specialists were participants, along with a wide sample of regional airspace users, prior to the FAA's proposal for class B revisions. The FAA representatives were consistently consulted as the committee developed a configuration proposal to be sure its preferred configuration fit the FAA's needs and to maximize its chances for acceptance by FAA. Thus the final proposed configuration from the WSDOT committee included concurrence from the FAA attendees. Yet, when the FAA proposal was published later without mention of its development pedigree or justification it included a number of changes and differences which had been specifically addressed and rejected at the WSDOT committee discussions. I am disappointed that the FAA participants at the committee discussions weren't sufficiently well informed to avoid much wasted effort and these last-minute changes when the key participants are no longer assembled to review particular design details except by the public comment process.

According to FAA Order 7400.2G the class B airspace design is intended to contain traffic serving the primary airport, that being Seattle-Tacoma International (KSEA.) However, the FAA proposal states that a new, lower piece of airspace from 2,000-10,000 ft along the shoreline northwest of Boeing Field (KBFI) is provided to contain BFI arrivals. (Note too that it seems incorrectly identified on the FAA diagram with an arrow and note "SFC-20 extended to contain BFI 13R ILS arrivals.") This seems a contradiction of FAA's own definition of the purpose of class B airspace and would seem to be outside the scope of class B design. It also invites significant noise increases over the residential area beneath this segment (Magnolia and other neighborhoods) by allowing ATC to move transport aircraft overhead at lower altitudes. Worst of all, it also endangers safety to VFR-IFR traffic mix by squeezing non-participating airplanes even lower in an area heavily traveled by general aviation aircraft.

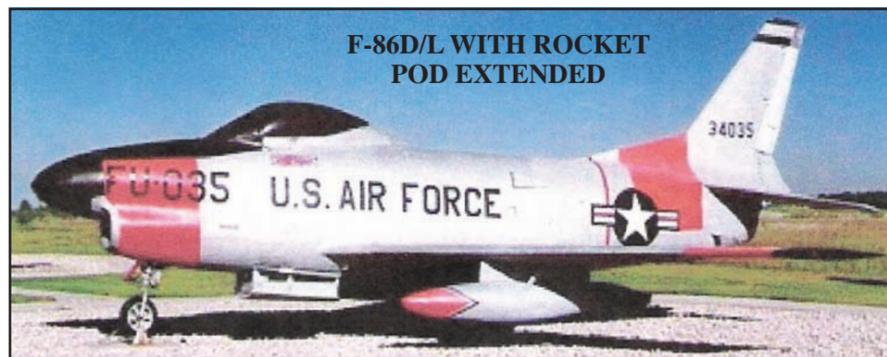
Further to this lower piece of airspace over the area near NOLLA and the Magnolia shoreline, our airport committee was recently told by UPS representatives that they had requested this new Class B segment to reduce TCAS traffic alerts during arrivals to BFI. However, they also noted that most TCAS alerts occurred on final approach over Elliott Bay, inside of NOLLA, so the proposed Class B change along the shoreline northwest will do nothing to reduce traffic alerts. The traffic conflict issues near BFI are due largely to preferred arrival or departure VFR traffic flows roughly parallel to the runways, since operators are admonished to avoid noise sensitive areas east and west of the airport, and traffic from the seaplane facility just north in downtown Seattle at Lake Union. The high density of VFR traffic over Elliott Bay near and below the ILS is virtually guaranteed to cause TCAS issues. Proposed changes to Class B airspace will not improve that and attempts to do so by enlarging Class B airspace would drastically and adversely impact Boeing Field VFR capacity. What is needed are revisions to BFI class D airspace boundaries and VFR traffic routes that move aircraft away from the ILS paths, including airspace such as that within Renton airport's realm along Lake Washington.

One of the concerns voiced during WSDOT committee discussions was the difficulty for non-participating aircraft to safely fly beneath some class B extensions which projected diagonally towards mountainous areas close to high terrain. Given the typical frequency congestion for TRACON in the eastern parts of class B coverage many operators prefer to remain under the class B instead of trying/waiting to get a clearance

through it for climb or descent. As a result the diagonal airspace segments southeast and northeast of SEA were removed by the committee. The FAA proposal has reinstated them and at lower floor altitudes (5,000 ft vs. previous 6,000 ft or 8,000 ft) compared to existing floors in those segments. Note that they are included without reason or explanation and that within a few miles the mountains rise above 6,000 ft, particularly near the southeastern segment that overlies Enumclaw. The proposed southwesterly segment also causes issues near McChord airfield since it also has a lower floor than the existing segment and traffic in that area is considerable. I feel the inclusion of these segments endangers the safety of non-participating aircraft by squeezing them closer to high terrain without justifying these segment inclusions or without assurance that TRACON frequency congestion will be fixed to improve access by users.

(5) The WSDOT proposal configuration was kept simple so users either with or without GPS could easily assure their positions relative to class B boundaries. Most boundaries were SEA DME arcs except for existing core segments close to SEA itself. Intermediate east and west boundaries were straight lines over areas readily identified with landmarks or by GPS. The new FAA proposal is packed with angular edges and segments, many with no simple landmark reference and almost none with basic DME arc definition. These will make it very hard for non-GPS users to be sure they're outside the class B edges, so there will be more pressure on pilots to needlessly increase their distance from the class B edges and to more often look down at surface features or GPS screens for reference when they should be watching for traffic in a busy terminal area and exercising caution while flying near mountainous terrain. I think the FAA design has serious safety concerns simply due to its complexity and heavy expectation that GPS will be used, making it harder to be vigilant for traffic.

Sincerely, Richard Lentz



The Day I Attacked Chicago!

By Jack Krause,
WPA Shelton Sanderson Chapter

A millenium ago in 1955 I was assigned to fly the North American supersonic all-weather F-86D/L with the 62nd Fighter Interceptor Squadron stationed at O'Hare International Airport, Chicago, Illinois. Yes, that is true. We had two squadrons of F-86 aircraft in the 56th Fighter Group and two squadrons of Illinois National Guard F-84F Fighter Bombers stationed at that gigantic piece of real estate back in the '50s. At that time Midway Airport further south was the big commercial hub, and O'Hare was just starting to pick up the transfer of traffic. The lesser traffic in those days at O'Hare allowed the USAF to conduct its mission of air defense from facilities on the field.

Our mission was to "protect" the city of Chicago from an airborne communist attack with our air-to-air rocket firing little F-86 interceptor. But we were serious about our job and practiced daily to develop our skills. One of the training programs was utilizing a live firing range located northeast of Chicago over Lake Michigan. Our flights would depart O'Hare in flights of four with 2.75 inch practice rockets fitted with dummy war heads; head for the range; make sure the range had been "swept" of boats; get clearance to fire; and eventually try to shoot down a frangible target about six feet long being towed by a T-33 before we headed back home.

The F-86D/L carried up to twenty-four of these eight foot rockets in a rocket pod that retracted into the belly of the airplane just behind the engine intake. When the time to fire was indicated on the radar the pilot would merely squeeze the trigger, and the pod of rockets would automatically extend down into the wind stream to fire off the rockets. The pod would then automatically retract back into the belly of the airplane.

Of course the senior members of the squadron took priority and were first on the firing line, and due to weather, control and other vagaries, it was a while before any of us lowly lieutenants got our opportunity to enjoy the live firing program.

My time came finally on February 27, 1957. Not only was I going to get to fire rockets, but I was also designated the flight leader of four aircraft. At last! We were finally destined to spit out twelve practice rockets into Lake Michigan while attempting to hit that little frangible towed target.

We had our usual extensive briefing on what was to happen, covered all the safety rules, assigned our airplanes, checked the weather and any other issues pertinent to the mission. I was to take off to the southeast with number two on my left wing, and we would be joined in our turn to the northeast by number 3 and 4. Heady stuff for a junior lieutenant.

After preflight, start and taxi to the active runway, my element of two was cleared into position on the runway followed by number 3 and 4. We ran our engines up to full "military" power (that is less afterburner),

and when cleared for takeoff I signaled number two to release brakes with a nod of my head. As we raced down the runway, my next nod was to select afterburner and off we went. After liftoff I looked over at my wingman to ensure he was airborne before giving him the nod to raise our landing gear.

What happened next filled me with horror. Just as I glanced at the "gear-up" indicators to see that the landing gear had retracted, I felt and heard a loud "thump" as I watched a rocket - 2.75 inches in diameter and 8 feet long - roar off into the Metropolis of Chicago. (It was actually the suburb of Franklin Park.) My brain froze as I watched. "My God, what have I done?"

About this time, at only 300 feet above the ground, I realized that my engine was dying. I instinctively headed for a parking lot, which was full of cars. My wingman came on the radio to say, "Jack, I think you just fired a rocket into the city!" Duh? Thanks a lot.

To regress a bit, it should be explained that there were no two-seat F-86s back then in which to receive dual training before solo. Therefore, the training syllabus called for a grueling thirty hours of intensive, realistic simulator at the All Weather Interceptor School at Perrin AFB, TX. Our instructors threw every possible - and some not so possible - malfunction at us. When we successfully completed the simulator training we were cleared to fly the "real" airplane all by ourselves for our first flight. It is interesting that there was almost a universal feeling of a little disappointment among us students that nothing happened on our first flights because we were so pumped to take on anything.

This excellent simulator training from those professional instructor pilots saved my life that day. The F-86 had an electronic fuel control that fed the engine almost automatically, and unlike many modern day fighters of today, it required a somewhat complicated sequence of switch selections in order to restart the engine should it flameout in flight. To this day, I do not remember how I did it. My hands flashed through the cockpit flipping switches, and somehow the engine came back to life. As I neared the tops of those cars in the lot the engine propelled us back into the air. I did glimpse the exhaust gas temperature of the engine and noted it was well above the redline. Oh well, that was the least of my worries at the moment. I was still flying.

The airport had just finished building a new, unmarked runway parallel to our departure runway, and as I nursed my bird back into the air I declared an emergency requesting landing in the opposite direction on that runway. I put the gear handle down and selected flaps as the O'Hare tower operated replied, "...you are cleared to land, but you don't have any landing gear." He was right. No indication of gear at all. One of my biggest regrets in my life is that I never

(Continued on page 8)

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WPA CALENDAR OF EVENTS

February 20, 2011 (Sunday)	April 1, 2011 (Friday)	May 4, 2011 (Wednesday)
Tip to Tail Tour - Curtis Jenny www.museumofflight.org 2011 NW Scale Modelers Show www.museumofflight.org	April Fools' Day Paine Chapter 6:30 pm	North Sound Chapter 9:00 am
February 21, 2011 (Monday)	April 2, 2011 (Saturday)	May 5, 2011 (Thursday)
Presidents' Day	BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp EAA Breakfast @ 7S3 (Oregon) www.eaa105.org	Free Admission www.museumofflight.org Yakima Valley Chapter
February 22, 2011 (Tuesday)	April 5, 2011 (Tuesday)	May 6, 2011 (Friday)
Washington's Birthday	Arlington Chapter @ NASA Restaurant 6:00 pm	Paine Chapter 6:30 pm
February 23, 2011 (Wednesday)	April 6, 2011 (Wednesday)	May 7, 2011 (Saturday)
North Sound Chapter 9:00 am	North Sound Chapter 9:00 am	BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp EAA Breakfast @ 7S3 (Oregon) www.eaa105.org
February 24, 2011 (Thursday)	April 7, 2011 (Thursday)	May 8, 2011 (Sunday)
Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm	Free Admission www.museumofflight.org Yakima Valley Chapter	Mother's Day
February 25, 2011 (Friday)	April 9, 2011 (Saturday)	May 10, 2011 (Tuesday)
NW Council of Air Shows Convention www.nwcas.org	Harvey Field Chapter @ Snohomish Flying Service 10:00 am BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp	Anacortes Chapter @ Micro Aerodynamics hangar 6:30 pm
February 26, 2011 (Saturday)	April 13, 2011 (Wednesday)	May 11, 2011 (Wednesday)
NW Council of Air Shows Convention www.nwcas.org WAA Puyallup Trade Show www.washington-aviation.org	North Sound Chapter 9:00 am	North Sound Chapter 9:00 am
February 27, 2011 (Sunday)	April 16, 2011 (Saturday)	May 14, 2011 (Saturday)
WAA Puyallup Trade Show www.washington-aviation.org	BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp	Harvey Field Chapter @ Snohomish Flying Service 10:00 am BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
March 1, 2011 (Tuesday)	April 18, 2011 (Monday)	May 18, 2011 (Wednesday)
Arlington Chapter @ NASA Restaurant 6:00 pm	Tax Returns Due (moved from 15th for 2011)	North Sound Chapter 9:00 am Green River Chapter @ Auburn Firehouse 7:00pm Olympia Chapter Meeting @ Pearson Air 7:00 pm
March 2, 2011 (Wednesday)	April 20, 2011 (Wednesday)	May 19, 2011 (Thursday)
North Sound Chapter 9:00 am	North Sound Chapter 9:00 am Olympia Chapter Meeting @ Pearson Air 7:00 pm	Clallam County Chapter @ Rite Bros. Aviation 7:00 pm Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket
March 3, 2011 (Thursday)	April 21, 2011 (Thursday)	May 21, 2011 (Saturday)
Free Admission www.museumofflight.org Yakima Valley Chapter	Clallam County Chapter @ Rite Bros. Aviation 7:00 pm Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket	BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
March 4, 2011 (Friday)	April 22, 2011 (Friday)	May 25, 2011 (Wednesday)
Paine Chapter 6:30 pm Women Fly! www.museumofflight.org	Earth Day	North Sound Chapter 9:00 am EAA B-17 Tour Stop Seattle www.b17.org
March 5, 2011 (Saturday)	April 23, 2011 (Saturday)	May 26, 2011 (Thursday)
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp EAA Breakfast @ 7S3 (Oregon) www.eaa105.org T-6 Ground School historicflight.org Glider Expo www.museumofflight.org	BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp	Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm Southwest/Vancouver Chapter @ Fire Station on Dollars Corner 7:00 pm EAA B-17 Tour Stop Seattle www.b17.org
March 6, 2011 (Sunday)	April 24, 2011 (Sunday)	May 27, 2011 (Friday)
Glider Expo www.museumofflight.org	Easter	EAA B-17 Tour Stop Seattle www.b17.org
March 7, 2011 (Monday)	April 27, 2011 (Wednesday)	May 28, 2011 (Saturday)
FAA Wings Aviation Safety @ KSFF www.faasafety.org	North Sound Chapter 9:00 am	BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp EAA B-17 Tour Stop Seattle www.b17.org
March 8, 2011 (Tuesday)	April 28, 2011 (Thursday)	May 29, 2011 (Sunday)
FAA Wings Aviation Safety @ KSFF www.faasafety.org	Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm	EAA B-17 Tour Stop Seattle www.b17.org
March 9, 2011 (Wednesday)	April 30, 2011 (Saturday)	May 30, 2011 (Monday)
North Sound Chapter 9:00 am	BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp	Memorial Day EAA B-17 Tour Stop Seattle www.b17.org
March 12, 2011 (Saturday)	May 3, 2011 (Tuesday)	
Harvey Field Chapter @ Snohomish Flying Service 10:00 am BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp Emergency Egress Seminar www.softieparachutes.com	Arlington Chapter @ NASA Restaurant 6:00 pm	
March 13, 2011 (Sunday)		
Daylight Saving Time Begins		
March 16, 2011 (Wednesday)		
North Sound Chapter 9:00 am Green River Chapter @ Auburn Firehouse 7:00pm Olympia Chapter Meeting @ Pearson Air 7:00 pm		
March 17, 2011 (Thursday)		
St. Patrick's Day Clallam County Chapter @ Rite Bros. Aviation 7:00 pm Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket		
March 19, 2011 (Saturday)		
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp		
March 20, 2011 (Sunday)		
Vernal Equinox		
March 23, 2011 (Wednesday)		
North Sound Chapter 9:00 am		
March 26, 2011 (Saturday)		
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp		
March 30, 2011 (Wednesday)		
North Sound Chapter 9:00 am		
March 31, 2011 (Thursday)		
Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm		

The Day I Attacked Chicago!

(Continued from page 7)

got around to buying that tower controller a bottle of the best scotch available for saving my butt that day.

As I climbed back to altitude I activated the emergency gear extension system which was designed to allow the main gear to extend by gravity while the nose gear was blown down by pressure from an emergency air bottle. I got a "down" indication on the main gear, but the nose gear still showed "up". This condition was soon confirmed by some folks on the ground.

After establishing radio contact with our squadron maintenance and operations folks for some help, everyone went into conference to figure out what to do. One of the pilots sitting on alert was scrambled to look my bird over. Of course he confirmed what I already knew - I only had two out of three wheels.

It was determined that the rocket that fired was in a tube on the far right side of the rocket pod. On departure it took out the normal fuel control system system failing the engine and destroyed the hydraulic system to the landing gear extension motor. But it also demolished the emergency air bottle that was supposed to extend the nose gear.

Fuel was getting short, and it was determined by the folks on the ground that I jettison the rocket pod into Lake Michigan and return for a landing with only the two main gear. After dumping the entire pod into the Lake, I lined up with the runway which had a six foot wide strip of firefighting foam laid right down the center stripe for about five thousand feet. Following emergency procedures, I jettisoned my canopy on short final which further raised my adrenaline level. I have to brag that the adrenaline was a factor in my landing "like a feather" right on

center line. Upon immediately shutting down the engine, I eased the nose down as gently as possible on the foam while deploying the airplane drag chute.

The nose gear compartment door usually closed back up on normal extension, but not so when the emergency system was used. This was a good situation because the door "essed" up as it folded and supported the entire nose off the runway surface as we slowly slid to stop on. There was no damage to the external skin, but the inside was a considerable mess.

A "post mortem" revealed that during depot modification on the airplane an errant dollop of solder fell from one of the many canon plugs across the number 12 rocket firing circuit wire and the landing gear up indicator wire located next to each other. When the gear up indicator got a signal, so did the number twelve rocket. Oh yes. If you are wondering, a thorough search of the city by military and civilia law enforcement personnel failed to find any rocket anywhere. Phew.

