

Wings

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Serving Washington Pilots Since 1960

February-March 2013

President's Message...

Annual Meeting February 23



The officers and directors of the Washington Pilots Association would like to invite all members to attend the annual meeting on Saturday, February 23 at 11:45 AM. That time is subject to

minor revision so check the Northwest Aviation Conference schedule to confirm the time. The conference is at the Puyallup fairgrounds. An agenda will be posted on-line at WPAFLYS.ORG about a week prior to the meeting. Minutes from last year's annual meeting are available for review in this publication.

The following positions are up for election and the nominating committee has selected these candidates for the positions:

President: Mr. Les Smith

VP-West: Mr. Steve Waterman

Legislative Director: Mr. Blake McKinley

Communications/WINGS: Mrs. Marian Heale

Director at Large: Mr. Jim Posner

Membership Director: VACANT (Need help here)

If anyone would like to volunteer for these positions please submit your name to the chairman of the nominating committee, Les Smith at LeSmithJr@gmail.com.

WPA will be furnishing a light lunch. I promise to get our business done and keep the meeting moving along. After the formal WPA meeting has finished, Tom Jensen from WASAR would like to briefly address the WPA membership.

At our most recent WPA board meeting there was significant discussion about creating some method for contributions to WPA to be tax deductible. The Bremerton Chapter does scholarships for aviation studies and Jim Posner has taken the lead to study how this can be done. Jim, Tom Jensen and Bob Kay are researching how WPA might form something like "The WPA Foundation", a charitable organization that would allow all chapters to participate. The board is looking forward to moving forward with this but we also don't want to compromise our ability to be politically active and an advocate for General Aviation.

Don't ever let anyone tell you that General Aviation does not pay its way. General Aviation motor fuel is the only motor fuel subject to sales tax in the State of Washington. All of the sales tax goes into the general fund. There is a state flowage tax on general aviation fuel of eleven cents a gallon. 90% of that tax goes into the general fund. There is an annual registration fee and excise tax on general aviation aircraft. 90% of the excise tax goes to the general fund. The WSDOT Aviation Division gets the balance of the funds.

(Continued on page 2)

Stearman Line-up at Felts Field



Biplane enthusiasts look forward to the Northwest Biplane Fly-in, July 20, 2013 at Felts Field in Spokane. – Photo by George Perks

Ignorance Creates Fictitious South Carolina NO-FLY Zone

By John Townsley, WPA Safety and Education Director

Every power plant, dam, oil refinery, and military installation has security. Many of these facilities are unmarked on aeronautical charts. Security personnel may, or may not be trained observers, and they may not be knowledgeable about aviation. They may also lack equipment to assess threats from aircraft, or even the ability to measure how close an aircraft might come to the facility they are supposed to protect. The inability of ground observers to accurately measure the distance between an aircraft and an object, the height of an aircraft above the ground, or even to accurately estimate an aircraft's flight path has other implications as well. Pilots should be aware of the risks associated observer error when flying near these facilities.

Similar risks from observer errors and lack of knowledge can occur when pilots fly over some coastal areas of Washington, Oregon, and California. Pilots can mitigate some of this risk with a really thorough 'pre-flight'. But stuff happens, and a lot of critical information, such as power plant location, is simply not easy to find. A good defense against an alleged violation is for pilots to educate security and law enforcement personnel near where they live. An even better one is to engage in the political process. Pilots should communicate with local, State, and Federal elected officials to advocate for common sense rules and regulations governing flight operations. Regulations governing aircraft operations should be issued by a single Federal agency (the FAA). In addition, and perhaps most important, pilots should strongly advocate for the long held legal principle that the burden of proof rests on the accuser, rather the defendant, when an airspace violation is alleged.

How this is a concern for all pilots:

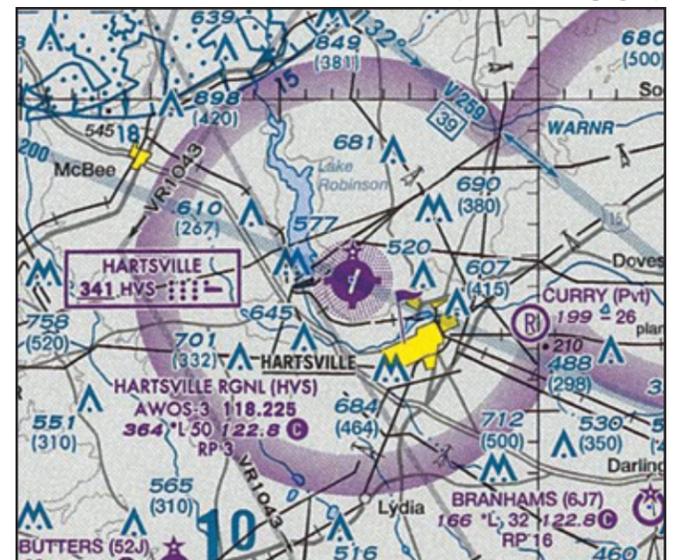
On 14 January 2013 the Aircraft Owners and Pilots Association (AOPA) broke the story of Robin Flemming's unwarranted and illegal arrest for flying a glider over the H.B. Robinson nuclear power plant on 26 July 2012. The power plant is located just two miles west of Hartsville Regional Airport in South Carolina on the southwest shore of Lake Robinson. It is marked on the Charlotte Sectional as a cluster of towers with a maximum height of 577 feet MSL. Chart symbols do not indicate the presence of a nuclear power plant. In fact

symbology Facts of the case were widely reported in various aviation publications, and thoroughly masticated on aviation centric blogs and forums in cyberspace. For those who are still unaware, here's a brief summary of the event.

On the morning of 26 July 2012 several gliders launched from Bermuda High Soaring in Jefferson, S.C. One of them was piloted by Robin Flemming who flew a Rolladen-Schneider LS8-18 sailplane. The aircraft was equipped with a flight recorder that logged his position and altitude every four seconds. At the end of the day all of the gliders, except Flemming's, returned to base. The flight recorder played a key role in the positive outcome of this event.

During his flight, Flemming made a single pass over the H.B. Robinson nuclear power plant as he searched for rising air. He then flew to the east where he circled several times over the east shore of the lake in his search for lift – all the while continuing to move away from the power plant. The lowest altitude recorded over the power plant by equipment on the aircraft was 1,518 feet MSL. At some point H. B. Robinson power plant security personnel called the Darlington County Sheriff in a panic. According to AOPA, they reported a "small, silent aircraft or a drone circling over the plant within 100 feet of the reactor dome." The Sheriff responded immediately to the perceived imminent threat with what was probably all available force. It was the Sheriff's understanding, evidently shared by H. B. Robinson

(Continued on page 6)



Hartsville Regional Airport (KHVS) and the unidentified H. B. Robinson Nuclear Power Plant as marked by the cluster of towers with maximum height of 577 feet MSL located on the southeast shore of Lake Robinson, due west of KHVS on the Charlotte Sectional.

Washington Pilots Association
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Vista Field

6951 W. Grandridge Blvd. Kennewick, WA 99336

Vista Field is 3 mi. NW of Kennewick in Benton County and has 40 single-engine based aircraft. The latest data indicate 45,000 annual operations. This total included flight activity by UPS. Runway 2-20 is the only runway at Vista Field. This runway is 4,000 ft long, 150 ft wide, has an asphalt surface, and has pilot controlled medium intensity runway lights. Precision approach path indicators provide vertical guidance to each runway end. Neither runway end has a published instrument approach.
NOTE: Data on this page comes from the WA Airport Information System Database (AIS).

AIRPORT CHARACTERISTICS

Location	Service Classification	Approach
Legislative Dist: 08	Federal:	Airport Elevation: 531
Associated City: Kennewick	State: Service	Approach Category: B: 91 to < 121 knots
County: Benton		
Organizational Structure	Runway(s)	Type of Airport
Ownership Type: Port	Number: 1	FAA: IsB
Owner: Port of Kennewick	Type(s): Asphalt	Description: King Air 90

AIRPORT ACTIVITY

Activities	Based	Transient	Based Aircraft	Cargo
AIS Last Updated: 12/6/2011				
Agricultural Spraying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Jet	Number of Cargo Carriers
Air Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	Multi-Engine	Total Cargo Volume (Tons)
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine	21
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based	0
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Glider	0
Wildland Firefighting	<input type="checkbox"/>	<input type="checkbox"/>	Military	0
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight	1
Aerial Tours	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Seaplane	0
Civil Air Patrol	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Total	22
Cargo Activity	<input type="checkbox"/>	<input type="checkbox"/>	Fixed Based Operators	
Flight Training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIS Last Updated: 12/30/2010	
Commercial Carrier Activity	<input type="checkbox"/>	<input type="checkbox"/>	No. of FBOs	1
			Other Ground Transportation	

Comparison by State Classification

Airport	Classification	
	Low	High
Based Aircraft	22	21
Operations	25,000	90,006

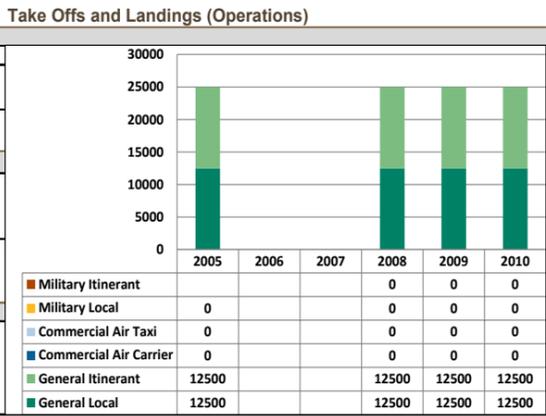
Commercial Enplanements*

2010	-
2009	-
2008	-

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

Fuel Service

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



Airport Businesses and Visitors

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



NOTE: All impacts are shown in 2010 dollars.

ECONOMIC IMPACTS

AIRPORT BUSINESSES

Countries in Impact Region:	Benton_Franklin
Direct Jobs:	Estimated jobs on the airport footprint (excluding businesses that are not aviation-dependent).
Direct Labor Income:	Estimated income paid to the Direct Jobs located on the airport footprint.
Direct Output:	Estimated value of original business activity that remains in the economic impact region (some business activity will be exported outside of the region).
Indirect/Induced Impacts:	Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts:	The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impact from Airport Businesses

Estimated Economic Impact	Direct	Indirect/Induced	Total Impact
Jobs	-	-	-
Labor Income	\$ -	\$ -	\$ -
Output	\$ -	\$ -	\$ -

VISITOR SPENDING

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

Estimated Regional Impacts from Visitor Spending

Total Estimated Visitor Spending:	\$ 735,100		Total Impact	All State Impacts	% State Impact
	Direct	Indirect/Induced			
Jobs	8	4	12	94,000	0.01%
Labor Income	\$ 212,000	\$ 180,000	\$ 392,000	\$ 3,311,700,000	0.01%
Output	\$ 639,000	\$ 557,000	\$ 1,196,000	\$ 10,160,600,000	0.01%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities				Counties				Special Districts				State				Total Taxes
Airport Businesses	\$ 200	\$ 200	\$ 100	\$ 400	\$ 21,000	\$ 21,000	\$ 10,500	\$ 42,000	\$ 21,000	\$ 21,000	\$ 10,500	\$ 42,000	\$ 21,000	\$ 21,000	\$ 105,000		
Visitors	\$ 6,100	\$ 6,100	\$ 3,050	\$ 12,200	\$ 36,000	\$ 36,000	\$ 18,000	\$ 72,000	\$ 36,000	\$ 36,000	\$ 18,000	\$ 72,000	\$ 36,000	\$ 36,000	\$ 180,000		
Total	\$ 6,300	\$ 6,300	\$ 3,150	\$ 12,600	\$ 57,000	\$ 57,000	\$ 28,500	\$ 114,000	\$ 57,000	\$ 57,000	\$ 28,500	\$ 114,000	\$ 57,000	\$ 57,000	\$ 76,400		

NOTE: Tax estimates include Aircraft Excise Tax, Property Tax, Business & Occupation Tax, Sales Tax, Aviation Fuel Tax, State and Local Utility Taxes, Rental Car Tax, and Lodging Tax. Special Districts include Transit, Schools, Hospitals, Fire, EMS, Parks, Ports, Utilities, and others.



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President's Message...

(Continued from page 1)

Our airports in Washington need about \$300 million dollars of investment to remain viable in the transportation infrastructure. WPA is working with WAMA, (Washington State Airport Management Association), and WSDOT/Aviation to revise legislation so that 100% of the revenue received from the Aircraft Excise Tax would be credited to the Aviation Division to be used for state grants to airports. This will require us to educate our

legislators on where the tax money from GA activities is currently going and that some of that money really needs to go to aviation infrastructure improvement.

My "Rein of Terror" as WPA President ends at the annual meeting on Feb 23. The past two years have been interesting to say the least. I do plan to continue working through WPA as an advocate to General Aviation.

- David R. Lucke PE, President, Washington Pilots Association



DPZ Report Puts Vista Field "On the Cliff"

By Marjy Leggett

What went wrong? On March 8, 2010 when the Port of Kennewick commissioners voted unanimously to keep Vista Field Airport open, the aviation community was jubilant and thought the issue of whether to keep Vista Field open or close it had been put to rest.

Work began on a new Master Plan, requests for proposals were sent out seeking an FBO operator, and events such as the Start of the Air Race Classic were being scheduled to take place at Vista.

In April of 2012, the climate at the Port of Kennewick changed. Almost without warning, the Port commissioners, led by Executive Director Tim Arntzen, took a turn from supporting the airport to justifying reasons why projects and progress were denied. The WSDOT \$144,000 airport grant was rejected, the FBO operator's proposal was turned down, and the Air Race Classic was forced to withdraw due to the tremendous hurdles put forth by the Port. When queried about the change of direction, Mr. Arntzen replied, "Things have changed. We have new information. We need a study to determine the best use of the airport."

Duany Plater-Zyberk & Company was hired at a cost of \$225,000 to do an independent study and environmental impact statement. Two alternative futures were identified for the Vista Field site, in addition to a third "no action" alternative.

Alternative 1, "Expansion." In this alternative, the Vista Field Airport would be improved and/or would see adjacent airport-related co-development. This action may include:

- New "Fixed Base Operator" facility and Visitors Center
- New storage facilities for aircraft, as well as other new mixed-use buildings
- New streets, sidewalks, and infrastructure
- New landscaping, public spaces, artwork, and other Expansions

Alternative 2, "Redevelopment." In this alternative, Vista Field would see a phased closure and site redevelopment over time. This action may include:

- New commercial, office, residential, and industrial buildings
- New streets, sidewalks, and infrastructure
- New public transportation facilities
- New parks, plaza, water features and landscaped areas

Alternative 3, "No Action." This alternative is required as a "baseline" for study under the SEPA process. Under this alternative, the 2011 Vista Field master plan would remain in effect, including efforts by the Port to recruit private investment.

The DPZ report focuses on the economic factors, concluding that Redevelopment will result in 189.4 more jobs and \$10.5 million more in economic output per year in the Tri-City region. The Enhancement Alternative, they say, would require \$42.6 million in Port funding, compared to the Redevelopment Alternative, which would generate surplus revenues of \$3.7 million for the Port. They say when comparing the two action alternatives, the Enhancement Alternative results in a net cost to the Port of \$46.3 million. The Enhancement Alternative shows a profit of \$193,805 by the "build-out year" of 2035, but they estimate depreciation would cancel the profits, resulting in an annual loss of -\$639,528.

The aviation community finds the idea of closing the airport unacceptable. Closing Vista Field would leave the city of Kennewick and south Benton County with no public airport. Although nearby Pasco and Richland both have airports, Vista Field is unique in that it lies within walking distance to several hotels, restaurants, a major shopping mall, and across the street from the convention center. Sitting over 100 feet above the other two airports, it is not

(Continued on page 4)

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Be smart, and please fly safely.

Lake Union's boom sets high bar for planes



A seaplane navigates over an area where new buildings have grown taller and taller in recent years.

Seaplane pilots are less concerned with the prospect of new 24-story towers near their South Lake Union flight path than with other challenges, such as increased boat traffic, that may come with new residents in the booming neighborhood.

Seaplane pilots have climbed above, steered away from, and dropped down over it all in South Lake Union, from the chaotic Duck Dodge sailing race to the construction cranes that have come to define the neighborhood's skyline.

Mayor Mike McGinn wants to add a new challenge: three 24-story condo or apartment towers near the lake's south shore and the seaplanes' flight path.

Pilots are less worried, though, about the height of the towers than other concerns they expect to come with the city's plan to draw thousands of new residents to the area. After agreeing to move the flight path to accommodate the proposed towers, and getting assurances from city planners that new buildings will not creep into their airspace, Kenmore Air — Lake Union's chief seaplane operator — is convinced taller buildings will not be obstructions.

"Kenmore can operate safely under the

proposed South Lake Union build-out as long as we have a protected air corridor," said John Gowey, Kenmore Air's operations director.

Added boat traffic and potential noise complaints from new residents are a bigger worry. Lake Union already is congested, at times, with boats. And in nearby Victoria, B.C., noise complaints have called for serious restrictions on seaplane business.

Kenmore executives have recommended remedies they say would keep seaplanes on Lake Union as the area transforms into a more vertical community. "Tall buildings next to airports are not something you get excited about," said Todd Banks, Kenmore's president. "But you recognize growth is going to happen and you have to deal with it."

Kenmore has used Lake Union as an airport since 1946. It now operates 18 planes that take off as many as 40 times a day on Lake Union, making it the largest seaplane operator in the U.S., according to Gowey. In the winter, many of those flights take off on a path that cuts over the South Lake Union neighborhood.

Kenmore has a solution: lights mounted on three buoys that pilots could activate before takeoffs or landings. The lights would

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Should the frequency change at Methow Valley State Airport?

In response to a few inquiries from pilots, the Washington State Department of Transportation's Aviation Division is investigating the need to change the Common Traffic Advisory Frequency (CTAF) at Methow Valley State Airport from 122.8 to 122.9. Some pilots believe that changing the frequency to 122.9 makes sense because other airports in the area — namely Twisp Municipal about six miles south of Methow — also use the common 122.9 frequency.

WSDOT Aviation owns and operates the Methow Valley State Airport, located in Winthrop, WA. Methow currently has pilot controlled runway lights, a rotating beacon (currently deactivated, but may at some point become pilot controlled) and a UNICOM station operated by the USDA Forest Service (FA) smokejumpers on the 122.8 frequency.

Weighing the pros and cons

In its research, WSDOT discovered legitimate pros and cons for changing the frequency to 122.9.

Change frequency to 122.9	
PROS	<ul style="list-style-type: none"> Methow would share the same 122.9 frequency as the surrounding airports, giving pilots in the area better situational awareness about the activity around them. Having all airports in the area on the same frequency can improve airspace safety because it enables pilots to more easily communicate with each other. Sharing a frequency eliminates an added step for pilots transitioning between Twisp/Methow airspaces.
CONS	<ul style="list-style-type: none"> If Methow shared the same 122.9 frequency as Twisp Municipal, the pilot controlled runway lighting at both airports may be an issue. If on the same frequency, pilots could inadvertently activate the wrong runway light, or activate both lights. Additionally, if Methow's currently deactivated rotating beacon becomes pilot controlled, pilots intending to activate Twisp's runway lights may accidentally activate the beacon at Methow instead. Methow is used by the US Forest Service as a smoke jump base, and changing the frequency would disable a UNICOM station used by the FS. The UNICOM cannot operate on a 122.9 frequency, and establishing a new UNICOM may be difficult. Changing the frequency may cause confusion in the transition time when pilots may be unaware of the change, and increases the difficulty for non-local pilots to differentiate between airports.

In a nutshell: The pros for changing the CTAF to 122.9 center around improving situational awareness for pilots. Being on the same frequency allows pilots in the area to hear what is happening around them and more easily communicate with each other. Additionally it eliminates the need to change frequencies when in the Twisp/Methow airspaces.

Conversely, the cons center around the confusion to pilots and disruption to neighbors that may be caused by pilots inadvertently activating the wrong airport's pilot controlled runway light or beacon because they share a frequency. Also, in changing the frequency to 122.9, the FS would forfeit its UNICOM station license, thereby disabling the UNICOM and discontinuing pilot advisories. Obtaining a new UNICOM may also be a challenge, as the FCC and FAA do not recognize 122.9 as an authorized UNICOM frequency. Further, changing to a common 122.9 frequency may increase difficulty for non-local pilots to differentiate between Twisp and Methow airports. Additional confusion may also be created in the transition time when pilots may not be aware of the frequency change.

What do you think?

As part of its next steps WSDOT would like feedback from WPA's members.

You can weigh in using the survey found here:

<http://www.surveymonkey.com/s/MethowCTAF>

Please respond by 3/1/2013.

Questions? Contact Paul Wolf at wolfp@wsdot.wa.gov or 360-651-6313.



501 C 3?

I on behalf of the Bremerton Pilots Association (BPA) have been looking into the pros and cons of taking the steps to make our association what is called a "501(c)(3)" corporation by the IRS which would allow people/companies to donate funds on a tax-deductible basis. This move is fraught with potholes and needs to be considered carefully. I have had several conversations with people who have made their organizations conform to this type of corporation.

I started this investigation primarily in conjunction with our donation/procurement activities to support our Youth Scholarship Program. Clearly, donors/sponsors would be more willing to donate products and cash as well as make them more generous if there were some advantageous tax treatment.

The downside aspects are many. First, there is a lot of paperwork involved and recurring reporting as well as close scrutiny by the IRS associated with this type of corporation. Second, a 501(c)(3) organization is strictly prohibited from any activities that are related to influencing legislation at any government level. The WPA's PAC activity would have to be terminated. Third, each application has a filing fee of \$850.00 which is a substantial amount relative to the amount of money that we handle each year.

The people with whom I have spoken about this are aware of these "cons" and had various suggestions about how to deal with them. The strategy that made the most sense to me is as follows:

Right now the BPA, as far as I know, is the only WPA chapter that funds and manages a scholarship of this magnitude. There are other chapters that have a smaller-scale program. It seems to me that encouraging and subsidizing youngsters getting a private pilot license is in everyone's interest. We need to have a robust next generation of pilots to make sure that General Aviation survives and thrives. There is a looming shortage of professional pilots, both Part 121 and at the corporate/charter levels. It is also important that we generate new recreational pilots.

We should encourage and support as many chapters as possible to create a scholarship if they don't already have one and expand their present program if they do.

To do all of this efficiently, it has been suggested that we set up a SEPARATE entity at the WPA (state) level that would be separate from the main WPA and exclusively focused on scholarships. The present WPA could stay as a 501(c)(7) corporation while the scholarship entity would be organized as a 501(c)(3) corporation. Additionally it would be set up as a MASTER organization under which any chapter could operate and have donations be legally tax deductible. By having the scholarship entity separate, the main WPA could still carry on with its PAC activities.

There would only be one report to the IRS, one filing fee and the whole process should be relatively easy to manage.

— Jim Posner — President, Bremerton Pilots Association

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WPA Chapters Around the State

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

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

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

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

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

DEER PARK - Deer Park chapter meets at the Deer Park Airport (KDEW) Administration Building on the last Thursday of the month, except in February, November and December. The Administration building is located near the south end of the airport. A potluck dinner begins at 6:30 pm, with an aviation-related

program beginning at 7:15, followed by a short business meeting. Guests are always welcome. **For more information about Deer Park chapter and its activities, please contact Darold Schultz at 509-999-5835.**

GREEN RIVER - The Green River chapter meets on the 2nd Friday of every other month (June, Aug, Oct, Dec) at Trotter's Restaurant, 825 Harvey Road, Auburn, WA 98002. Social time to start at 6:30 p.m. and meeting will start at 7 p.m. Dinner will be served and there will be 3 entrees to choose from. Cost is \$20 per person. Meeting program information and upcoming special events can always be found at wpaflys.org under the Green River Chapter tab. **For more information contact Chapter President Leo Dondlinger, Leodon1@skynetbb.com or call him at 360-825-3278**

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 at the *Whatcom Educational Credit Union WECU*® 600 Block of Holly St. in Bellingham. For more info on the North Sound chapter, contact **Kelly Beerman, kellybeerman@comcast.net, 360-441-0145.**

OKANOGAN & FERRY COUNTY - The Okanogan & Ferry County chapter meets on the third Thursday of the month, 6:30 at Whistler Restaurant in Tonasket. Our May meeting is the third Saturday at Twisp Airport. We have an afternoon Fly-in and Fry-in steak fry. Our August meeting is held at the Republic Fly-in on Saturday afternoon. If anyone is in the Twisp area on Friday afternoon please join us at our "meat burn" fire pit. **Call Bob Hoffman for information at 509-997-8141 or Lee Orr at 509-486-4502.**

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 - **Bruce Loftin, President, 360-455-4044**

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 Longhorn Barbecue on Argonne, beginning at 6:00 pm. Meeting program information and upcoming special events can always be found on the WPA webpage under the Spokane Chapter tab. **For more information, contact Chapter President Terry Newcomb, tnewcomb@idahovener.com or call 208-699-3716.**

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

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

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

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



Arlington Flight Services plans airport transformation

By John Wolcott

HBJ Freelance Writer

ARLINGTON — Arlington Flight Services is the newest business at the Arlington Municipal Airport and owner Kevin Duncan has visions of growing his business and making bold moves that will help enhance the future of the airport.

"The biggest story here is that Arlington's facility is a magnificent airport that is extremely underutilized," he said. "We've got some great plans for the airport as well as for our own business."

Duncan speaks with the enthusiasm of a recent convert to flying but he has the business background and investment ability to back up his vision of a more active airport in Arlington. He arrives at a moment when the airport is already getting fresh attention from city officials and from businesses wanting to add to the airport's role as a catalyst for economic development.

"We'll be a full-service fixed-base operator, an FBO serving the whole airport, as well as running a flight school with our three low-wing aircraft, flight simulators and other services that will really change things at the airport," he said.

His chief pilot and flight operations manager, Lucas Smith, will provide flight training for new pilots and for advanced pilots seeking certificates in instrument flying and commercial pilot ratings. Duncan and Smith plan to promote flight training for spouses, too.

Spouses wouldn't be rated as pilots but they'd have enough training to be able to fly a plane in an emergency," Duncan said. "We frequently hear about situations like the 80-year-old woman whose husband died of a

heart attack in flight. Fortunately, she was able to land the plane by following instructions from people on the ground, but it would have helped a lot more if she had flight training herself."

Arlington Flight Services will also provide an aeronautical medical examiner, Dr. Ronan Murphy, on site to provide pilots' medical check-ups, a new presence at the airport that will provide services needed to meet Federal Aviation Administration rules for flying, physicals and related services.

The high-tech flight simulator Duncan has now will soon yield to an even more sophisticated walk-in simulator with hydraulic actuators that realistically replicate the motions of aircraft flight.

Duncan also plans to install 10,000-gallon underground fuel tanks to provide jet fuel, aviation gas and regular auto fuel that can be used in some modified aircraft engines as well as in motor vehicles. Presently, only aviation gas is available at the airfield. **from the airport."**

Later, he plans to build a new 10,000-square-foot headquarters for his business near 172nd Street NE, at the south end of the airport, encompassing two buildings plus a large hangar.

"We plan to serve general aviation needs first, then move up to handling business aircraft, too," Duncan said. "We'll soon have a crew car for temporary use by visitors to the airport, which will encourage businesses to fly into the field. And we plan to add rental-car services. The airport really needs more of these types of services to attract new companies here."

Arlington Flight Services offers ground-school classes, aircraft rentals, training for sport pilot and private pilot licenses and instrument and commercial pilot ratings. A full-time

mechanic maintains AFS aircraft but also offers service for any private or corporate aircraft.

Today, Duncan flies a Cessna 182 Skylane and is moving fast to fulfill his dreams for AFS, fueled by income from his earlier two businesses he runs with his wife, Vicki. The first was building and operating a hydroelectric co-generation project on Ebey Hill at the highest elevation on Jim Creek. Duncan has been selling its power to Snohomish County PUD since the mid-1980s.

Later, he arrived at the Arlington Airport as an instructor with Out of the Blue Aviation, where he met Duncan and became friends while he was teaching him to fly. Together, they developed their vision for Arlington Flight Services.

"In two years, this airport will be much different than today," Duncan said. "The mayor and council members are looking for new ways to respond to opportunities, people are energized here, it's an exciting time."

Vista Field "On the Cliff"

(Continued from page 2)

uncommon for Vista to be clear when the other airports are fogged in.

The Port commissioners say they want a return on investment and the airport to produce a profit. It doesn't take a \$225,000 study to conclude that selling the land will produce a greater income for the Port than keeping the land as an airport. The same could be said about parks, playgrounds, and other public facilities that offer other benefits to the community. There is vacant land near the airport that for years has sat with For Sale signs awaiting buyers.

Based on the 2010 decision to keep the airport open, Cadwell Laboratories invested in a \$2 million expansion. Pacific Cataract and Laser Institute spent \$4million to locate adjacent to the airport with the Port agreeing to provide a taxi ramp leading to their new facility. BK Attorney Services relocated to this airport just one year ago, based on the outlook at the time that the airport would remain open. It is difficult to attract business, whether it be an FBO or other type of business, when the Port doesn't stand behind their decisions.

Just a few years ago, Vista Field was a viable operation with an active FBO, flight training taking place, a maintenance facility, hangars full and a number of planes leasing tie down space on the tarmac. What is to stop it from becoming this bustling area of activity once again? It is the Port of Kennewick. Their decision to focus solely on how much they receive in financial benefit excludes the less tangible benefits that come with having an airport that invites outside visitors to the area, provides open space within a city, and offers local air service to the community.

What can you do to help? Come visit Vista Field. The airport is still open and is just a short walk to eateries, shopping, and events. Send your comments to the address listed below before February 11. Let the Port of Kennewick know what this airport can bring to our area.

The full Duany Plater-Zyberk report can be found at the Port of Kennewick's website: www.portofkennewick.org

Comments will be taken until 5:00pm on Feb. 11 at vistafield@portofkennewick.org

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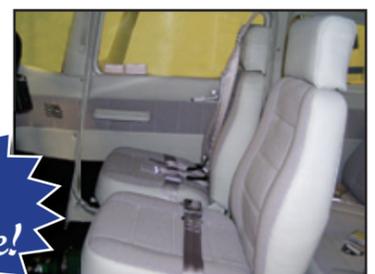
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“Sound Off”

Letters to the Editor

Own an airplane long enough and sooner or later its propeller will need to be serviced. Whether fixed or variable-pitch, the blades will be damaged by eroding asphalt, unpaved taxiways or foreign objects, if not a prop strike. On variable pitch props, the hubs require maintenance for worn bearings, hydraulic seals, blade locks and a host of other problems.

Your local repair facility which can handle most firewall-forward repairs can't do props. For prop service or repairs, a specialty shop is required, of which there are only a few in the Puget Sound area. The problem gets tougher if there is only one shop in your area that is franchised to repair your prop.

This is the case for MT Propellers. The franchise is held by Northwest Propeller in Puyallup, Washington. If you want other options, the closest are in Redding, California or Boise, Idaho. Consequently, having an MT propeller in the Puget Sound area dictates the use of Northwest Propeller for service. That is the only reason that I returned to Northwest despite my previous unpleasant experience with them seven years ago (when they were responsible for additional damage to the blades and motor drive during the repair of my prop.) Northwest attempted to charge me for that damage, but MT stepped in and corrected the situation.

The current situation started August 7, 2012, when I delivered my prop to Northwest with the admonition that I was there, in spite of my previous experience, because I wanted to avoid the time it would take for shipping to and from Boise or Redding. Ken at Northwest visually inspected the prop and assured me that Northwest could repair the blades in house and it would take two to three weeks.

Four weeks later, I called Northwest to ask when I could pick up the prop. The response was that they had not started on repair and would call me back after they dis-assembled and inspected the blades. The following day (September 4) Ken called back and told me the damage was more than they could handle and would have to send the prop blades to MT in Florida.

Three weeks later, Ken called to tell me I could expect to pick up the prop in a week and a

half. Once again I waited but no call came after another two weeks. I called Northwest again and was told that Ken would get back to me. No call back! It was now October 15.

I had previously done business directly with MT in Florida, so I e-mailed their director of service and received an immediate reply. MT had received the blades on September 20, had made the repairs and upgrades, and shipped them out on October 12. Thus MT repaired the blades in three weeks (the time that Northwest initially quoted me to do it at their facility.) MT told me, if they had also been doing the dis-assembly and re-assembly, it would have taken nine hours at their repair charge of \$85/hour.

On October 19 and October 22, I called Northwest and received no return call until the afternoon of October 23, at which time I was told they would have the prop ready on November 7, another two weeks. This adds up to a total of thirteen weeks for a job quoted at three weeks and completed by MT in three weeks, plus two weeks of shipping, plus the time for assembly, dis-assembly and handling.

On October 26, I received by mail from Northwest a bill for services which did not specify who did what and for how much. I had asked for a copy of the MT invoice in order to verify labor and materials from out-of-state which are not subject to Washington State sales tax. By combining the MT labor with that of Northwest, the total appears as one taxable item. I had offered to pay the MT invoice myself in order to avoid paying unnecessary sales tax, suggesting that Northwest could then bill me separately for their costs (dis-assembly, re-assembly and one-way shipping.) Not showing me the MT invoice invites the suspicion that the total charged is more than the actual amount due.

A letter from Northwest accompanied the invoice which confirmed the pick-up date of November 7. In addition, the letter stated that Northwest would no longer service my MT prop and that I could go to any other MT agent. As stated above, I did not favor this option because it adds four days shipping each way to either Boise or Redding and requires a special crate for packing a three blade prop.

On Monday, October 29, I received a call from Northwest stating that the prop was ready for pick up. Jerry Nichols, president of Clallam County Pilots Association, and I drove to Puyallup to retrieve it. At that time, we were told that Part 91 props were not their concern. Part 135 props from Alaska were their prime business; anything else was “back burner.” We were also told that their hourly rate is \$100/hour. No rate was indicated on my bill nor posted anywhere we could see it. Furthermore, Northwest charged 12 hours labor for dis-assembly and re-assembly, not the nine hours quoted by MT.

To sum it up, had I sent the prop directly to MT in Florida, I would have saved approximately \$635 in labor and tax, plus gained seven weeks of optimum late summer flying weather.

The old saying “Fool me once, shame on you; but fool me twice, shame on me” does apply. I had hoped that my experience seven years ago had been remembered by Northwest, but apparently not. I have since heard others express similar experience with Northwest. Consequently, I thought it important to share mine with my fellow aircraft owners.

Mel Rudin
Clallam County Pilots Association, Chapter of WPA
Velocity N116GT

RAF wins Lightspeed Grant



The Recreational Aviation Foundation (RAF) was selected for one of Lightspeed Aviation Foundation's \$10,000 “Pilot's Choice Awards.”

The announcement was made by Bill Dolan, Founding Board Member of LightSpeed Aviation Foundation.

We needed each and every one of you in order to win this award – your vote counted and we appreciate it. This money will go a long way toward our mission of preserving recreational aviation destinations.

The RAF also wishes to thank Lightspeed, the Oswego, OR-based manufacturer of high-end headsets for their continued and generous investments in aviation.

Thank you for your support.
John McKenna, President RAF

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Fictitious No-Fly Zone

(Continued from page 1)

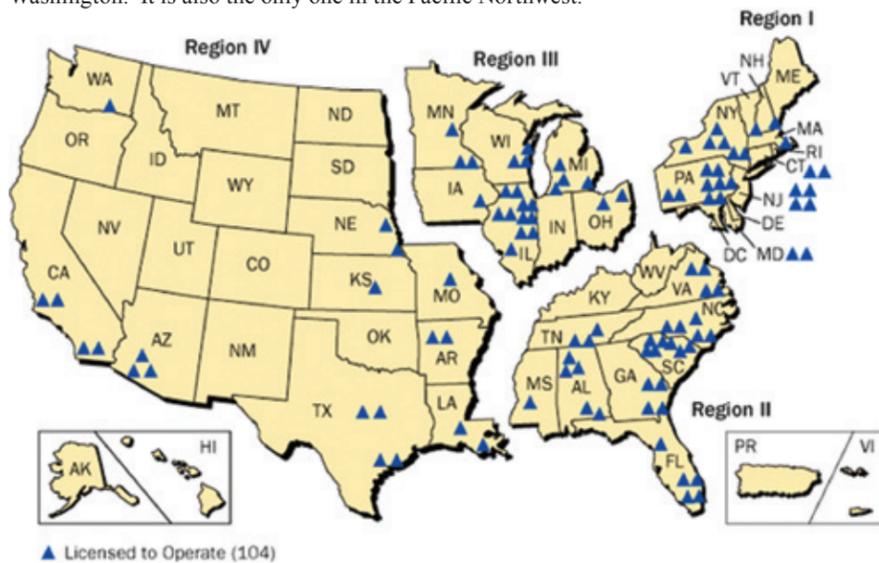
power plant security officers that a “no fly zone” existed over the nuclear power plant. Law enforcement officers also had no way of knowing the aircraft was actually nearly 1,000 feet above the highest point on the power plant when it made just one circle on its way to the eastern side of the lake. Sheriff’s deputies headed for Hartsville Regional Airport where they had the Hartsville Regional Airport Unicom operator, Wendy Griffin, attempt to contact the glider. Eventually Griffin contacted Flemming and passed along the insistent request of Darlington Sheriff’s deputies that he land at Hartsville Regional Airport. Hoping to avoid trouble, Flemming landed as soon as he was able. Squad cars chased his glider down the runway after it touched down. He was arrested and hauled off to jail. After a harrowing 30 hours that included multiple interrogations by local law enforcement officials, the FBI, and TSA agents he was hauled into court on charges of breach of the peace. He was released only after he agreed he would not seek redress from the Darlington Sheriff’s Department for false arrest and false imprisonment. Additional details of the story can be found online at www.aopa.org.

Unfortunately for Flemming, while he was aware of FDC NOTAM 4/0811, local law enforcement officials, security officials at the H. B. Robinson nuclear power plant, FBI, and TSA agents were not. Power plant security, local law enforcement, and Federal officials were also ignorant of how gliders gain “lift”, and were astounded that gliders often remain aloft for extended flights over several miles. Local and Federal law enforcement officials were also ignorant of the FAA’s interpretation of the term “loiter” as it applies to gliders. AOPA reports that the Soaring Society of America (SSA) “sought a clarification from the FAA”. According to the SSA website “...the FAA did not consider... [circling to gain lift by a glider] loitering.” According to the AOPA, the SSA website says “The key is to spend only as much time as needed to gain lift and move on beyond the facility”... The flight path of Flemming’s glider as documented in his flight recorder demonstrates that he complied with this advice.

FDC 4/0811 - ...SPECIAL NOTICE...
 THIS IS A RESTATEMENT OF A PREVIOUSLY ISSUED ADVISORY NOTICE. IN THE INTEREST OF NATIONAL SECURITY AND TO THE EXTENT PRACTICABLE, PILOTS ARE STRONGLY ADVISED TO AVOID THE AIRSPACE ABOVE, OR IN PROXIMITY TO SUCH SITES AS POWER PLANTS (NUCLEAR, HYDRO-ELECTRIC, OR COAL), DAMS, REFINERIES, INDUSTRIAL COMPLEXES, MILITARY FACILITIES AND OTHER SIMILAR FACILITIES. PILOTS SHOULD NOT CIRCLE AS TO LOITER IN THE VICINITY OVER THESE TYPES OF FACILITIES. WIE UNTIL UFN. CREATED: 08 OCT 18:22 2004

How does this apply to pilots who fly in the Pacific Northwest?

The Columbia River Generating Station operated by Energy Northwest on the Hanford Nuclear Reservation north of Richland is the only operating nuclear power plant located in Washington. It is also the only one in the Pacific Northwest.



Locations of Nuclear Power Plants in the US.
 Image from: www.nucleartourist.com

However, while Pacific Northwest pilots have only one nuclear power plant to contend with, there are dozens of dams in the Columbia River Basin. Pilots should expect that these important facilities have security personnel scanning the sky for real or perceived threats. There are also hundreds of uncharted industrial complexes. Most, but not all, military facilities are charted on Sectionals. Many military facilities are within Restricted or Prohibited special use airspace.



Dams of the Columbia River Basin

So, what went wrong?

First, there was abysmal ignorance displayed by both personnel charged with nuclear plant security, and by local law enforcement officials (LEOs). As reported by AOPA, Darlington Sheriff’s Deputies were more comfortable dealing with airplane crashes than with evaluating potential and imagined threats from the sky. Neither plant security nor LEOs were knowledgeable about flight characteristics and operational limitations of different types of aircraft. When LEOs believe a crime was committed, suspects may be held in custody when there is a probable violation. Unfortunately, it requires some knowledge of applicable laws and regulations for an LEO to determine “probable”. It also presumes that information provided by an accuser (in this case H. B. Robinson security) is accurate and trustworthy. LEOs involved in this incident were incapable of evaluating whether they had “probable” cause.

Second, H.B. Robinson security officials lacked even the most rudimentary tools for measuring aircraft elevation above their facility. Initially they claimed the aircraft was “100 feet” above the reactor dome. In another instance AOPA reports plant security asserted the glider was “400 feet” above the reactor. Both claims are unsubstantiated, and both were contradicted by the aircraft flight recorder. Likewise, claims that the glider “loitered” over the power plant proved false. Flemming was very, very fortunate to have the flight recorder operating for this flight!

Third, it appears that local LEOs, as well as the FBI and TSA, were unaware that the FAA is responsible for airspace violations, and ignored expert advice proffered by the crew of a Law Enforcement helicopter sent to KHVS by another LEO agency. Darlington Sheriff Deputies were told that the Charlotte Sectional did not identify the power plant, and that no NOTAM restricting flights over the facility existed. Despite this, Darlington Sheriff Deputies forged ahead. Later, Sheriff J. Wayne Byrd admitted his department’s lack of competence in airspace matters and its ignorance of basic information about aircraft performance. It is unclear why agents from the FBI and TSA became involved given the information so far included in news reports.

Fourth, once it became obvious that the glider was not a threat, and in fact had a legitimate purpose for flying through unrestricted airspace over the H. B. Robinson nuclear power plant in accordance with FAA regulations, LEOs at all levels should have stood down. It is reprehensible that the threat of prosecution for a trumped up charge of ‘breach of peace’ was the price of Flemming’s freedom.

Something else to think about.

In January of 2012 the National Marine Fisheries Service acquired authority to levy crippling fines against any pilot who allegedly violates Marine Sanctuary airspace along the western coast of the United States. The regulations contain a “rebuttable presumption” that flight below 2,000 feet MSL will “disturb birds and marine mammals”. The regulation requires that the pilot (not the accuser) prove charges are false. Who will determine the altitude of aircraft subject to sanctions? How will aircraft altitudes be determined? How will pilots “prove” their innocence? Can just anyone, anyone at all, drag an innocent pilot into court? Will officials with the Marine Sanctuaries, like the security officers of the H. B. Robinson nuclear power plant, use the ‘ol eye ball and launch another witch hunt against which the only defense is recording devices aboard the aircraft?

What was the aftermath, and what should WE do NOW?

- 1) AOPA reports it is vigorously addressing the lack training, and knowledge displayed by local LEOs as well as Federal agents from the FBI and TSA. **Pilots should provide grass roots support for AOPA. We should contact our Senators and Representatives in Congress to express outrage and dismay for the way Flemming was treated, and for the ignorance displayed by Federal LEO officials from the FBI and TSA.**
- 2) Marine Sanctuary regulations that prohibit over flights below 2,000 feet MSL for any reason along large stretches of the Washington coast and elsewhere are a serious threat to flight safety. **Flemming’s ordeal should be a wakeup call for all pilots.** FAA airspace regulations and published NOTAMs clearly showed Flemming’s flight over the H. B. Robinson nuclear power plant was within the law. False and conflicting allegations by untrained and ill-equipped ground observers that he flew recklessly within 100 feet of the reactor dome triggered a protracted, expensive, and unnecessary ordeal. Congress has allowed the Marine Sanctuaries to establish a ‘no fly’ zone over most of Washington’s coastal waters. Allegations that a pilot has violated Marine Sanctuary airspace shifts the burden of proof from the deep pockets of the Federal Government to the accused, just as it did with Flemming. Just as Flemming was coerced into agreeing not to hold his accusers accountable for their false allegations, individual Washington pilots can be overwhelmed by the potential for huge defense costs. **Pilots should contact Senators and Representatives in Congress to request that “innocent until proven guilty” be the basis for all regulations related to airspace. Pilots should also demand that the FAA be the sole agency managing the national airspace. In addition, observations of aircraft altitude and location must meet minimum measurement standards of accuracy and consistency.**
- 3) Pilots must read and be familiar with NOTAMs for ever flight. It’s an unfortunate fact that many pilots “bust” real TFRs. **Don’t be one of ‘em!** Be part of the solution, not part of the problem.
- 4) Ask for a tour of a dam or power plant near you. Talk with security officials. Discuss general aviation aircraft and what they can and cannot do. ASK how they would respond to aircraft overflying their facility. Discuss the meaning of FDC NOTAM 4/0811. Proactively reach out to educate security officials
- 5) Does the Sheriff or Police Department where you live have an aviation unit? Visit their hangar and talk about how a similar situation to the one experienced by Flemming would be handled in their jurisdiction.

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Lake Union's boom

(Continued from page 3)

warn boaters to stay clear of a central strip, or runway, in the lake. The whole system would cost an estimated \$250,000. Govey said Kenmore hopes to fund the project through a state aviation grant.

When it comes to noise, Kenmore executives are nervous about what they've observed in British Columbia.

In Victoria, the James Bay Neighborhood Association has raised a ruckus about seaplane and helicopter noise and emissions. "The issue is no longer one of residential buildings being compatible with an airport, but rather, whether an airport is compatible with residential communities..." said a 2011 report by the neighborhood group.

With this backdrop in mind, Kenmore has asked Vulcan, which wants to build the three 24-story towers, to notify new residents that they couldn't initiate nuisance complaints against seaplanes for legal and normal flights. Kenmore contends such a guarantee must come from property owners, not local officials.

A spokeswoman for Vulcan, Paul Allen's real-estate firm, said the company is looking into the possibility of such an easement at Kenmore's request.

Scouting the flight path

While taller buildings are not Kenmore's chief worry, that doesn't mean they're not an issue.

Most flights take off to the north, toward Gas Works Park, where buildings would not be in the way. But when the wind blows from the south — mostly from October to April — planes take off in that direction. In the existing

flight path, seaplanes taking off to the south fly over the corner of Lake Union Park into a corridor that takes them north of the 605-foot Space Needle and south of Queen Anne Hill. The existing flight path clips one of the blocks between Mercer and Valley streets, where a Vulcan tower would stand.

Kenmore and state transportation officials raised concerns about proposed towers obstructing airspace. The city's draft environmental study warned that planes might be at an elevation of 150 feet as they pass near the Vulcan towers. Planes might be as low as 225 feet as they fly near Aurora Avenue, where proposed zoning also would allow some buildings up to 240 feet, according to the study.

Vulcan then hired a nationally recognized aviation firm, Barnard Dunkelberg, to evaluate the lake's aircraft and obstacles. The firm concluded that seaplanes actually were flying higher near the shoreline — at 250 to 500 feet — than initially estimated.

Kenmore's Govey agrees with the revision, stressing that elevation depends on a variety of factors, such as aircraft performance, load, weather and point of takeoff.

He said he recently flew a fully-loaded piston-engine plane that was at 350 feet over the lake's south end. Kenmore's turbine-engine planes usually reach 500 feet or higher at the same point, he said.

The best solution, according to city planners, would be to move the flight path slightly to the north. That way planes would steer well clear of the proposed towers.

Bob Young: 206-464-2174 or byoung@seattletimes.com.

WPA GENERAL MEETING

February 25, 2012

Northwest Aviation and Trade Conference, Puyallup, WA

The Washington Pilots Association general meeting began at 11:55 pm with President Dave Lucke leading us in the flag salute.

As the minutes of the last meeting were printed in the last issue of Wings, President Lucke entertained a motion to dispense with the reading of the minutes. The motion was presented by Dave Wheeler, seconded, and approved through a vote of the members to dispense with the reading of the last meeting's minutes.

The treasury was reported to have \$3,700 in the general fund, \$4,500 in the PAC fund, and the Stuart Island property is valued at \$86,000.

The Board of Officers was introduced: President Dave Lucke, VP East Tom Morris, VP West Charles Hower, Treasurer Jim Swartwood, Secretary Marjy Leggett, Membership Director Jerry Ward, Legislative Director Blake McKinley, Director of Airports Tom Jensen, Communications Director Marian Heale, Director at Large Les Smith, Director of Education John Townsley, Past President John Dobson, and Webmaster Kevin Kelly,

Candidates for Office were introduced. They were:

President - Dave Lucke Director at Large - Les Smith

VP East - Tom Morris Membership Director - Jerry Ward

Andrea Chay moved to accept the slate of candidates as new officers. It was seconded and the motion passed.

Report from President Dave Lucke:

Dave discussed the importance of educating our legislators about aviation and praised AOPA for the strides they have made in getting legislators to take notice. WPA and AOPA are now no longer "unknowns" when addressing our senators or representatives.

Dave cautioned that the currently proposed \$100 fee by the legislature for landing jet aircraft is only the "camel's nose peeking through the tent". General Aviation includes all types of aircraft from light sport to business jets and we need to band together to prevent such legislation from being passed. Kristi Ivey, the local representative for NBAA, was introduced, along with members from the Washington Aviation Coalition who were not present.

Dave praised Bob McKay of the Recreational Aviation Foundation for his efforts in getting HB2244 changed to include aviation as a protected activity for property owners who give permission for landing, take off, and other such activities on their land. At the time of this meeting, HB2244 was moving along in a positive manner.

The importance of land use was stressed, with Dave citing a loss in Cle Elum, but victory for Spokane with a zoning change to mixed use and emphasizing that airports are critical public use infrastructures.

Reported by Past President John Dobson:

John Dobson explained the situation at the Shelton Sanderson Airport involving land use and a developer wanting to build houses within the protected zone. One hundred sixty acres of the commercial/industrial zoned area was changed to residential to allow for the housing development. Shelton spent \$400,000 in litigation, but the judge ruled against them. The effect was that this judgment overrules the Growth Management Hearing Board. The Growth Management Act needs to be tightened and will be discussed at the March Board Retreat.

Report by AOPA Vice President of Airports and State Affairs Greg Pecoraro

Dave Lucke announced that Greg recently joined WPA and is a member of the Spokane Chapter.

Wrap-up by Dave Lucke:

Dave announced that John Townsley has taken on the role of Safety and Education Director. He is currently a FAASTeam advisor. A WPA goal is to have a FAASTeam representative in each chapter.

Awards: Bernie Lyman Award - Jeff Hamilton from Spokane

Harold Wilson Memorial - John Dobson

Dick Corey Award - Kevin Kelly, WPA's webmaster

The meeting was adjourned at 12:23.

Respectfully submitted,

Marjy Leggett, Secretary

Annual Safety Event March 7 & 8

Pilots and others interested in aviation are invited to the Mission Safety International (MSI) and Moody Aviation annual safety event that will be held on March 7th and 8th at the Moody Aviation facility located on Spokane's Felts Field (KSFF). Pre-registration and seminar descriptions for the free FAA Wings seminars will be available online at www.faasafety.gov by February 14th, 2013. This two day, Thursday and Friday event is a world class look at significant issues that affect flight safety. While the primary focus is for students and instructors at Moody Aviation, every year MSI and Moody Aviation graciously invite pilots from the community to attend as their guests. Again, there is no charge for participating in this outstanding event.

MSI is the "NTSB" of Christian missionary aviation safety. It works with nearly 50 missionary organizations around the world. Since Moody Aviation was established sixty-five years ago it has trained more than half of the missionary pilots in the world. Students at Moody Aviation earn their A&P, private and commercial pilot licenses, and receive a Bachelor of Science in Mission Aviation Technology upon completion of the five year program.

Every year the MSI/Moody safety event assembles a program of highly experienced pilots and leaders in aviation. Speakers cover a range of topics. Previous annual events discussed VG diagrams, weather, post crash survival, fight physiology, fatigue, decision making, pilot and mechanic error, personal security, emergency upset recovery, tire maintenance, and a host of other pertinent topics. No matter how skilled or experienced, pilots will find these seminars extremely worthwhile. For more information, the current schedule of seminars, and to pre-register online for one or more seminars visit www.faasafety.gov after February 14th, 2013 and look for the Annual Mission Safety International/Moody Aviation Safety Event at Spokane, Washington.

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WPA CALENDAR OF EVENTS

February 2, 2013 (Saturday)

EAA Breakfast @ 7S3 (Oregon) www.eaa105.org
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
MoF - African Americans in Aerospace

February 5, 2013 (Tuesday)

6:00pm Arlington Chapter @ NASA Restaurant

February 6, 2013 (Wednesday)

9:00am North Sound Chapter

February 7, 2013 (Thursday)

Yakima Valley Chapter
Free Admission www.museumofflight.org

February 9, 2013 (Saturday)

10:00am Harvey Field Chapter @ Snohomish Flying Service
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
Spokane WPA Benefit Auction - Contact Chapter Board member for details
MoF - Popsicle Stick Bridge Building Contest
MoF - Puget Sound Engineering Council Fair

February 13, 2013 (Wednesday)

9:00am North Sound Chapter

February 15, 2013 (Friday)

7:00pm Green River Chapter @ Trotter's Auburn

February 16, 2013 (Saturday)

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
MoF - Scale Modelers Show
MoF - Robot Dreams, Building R2-D2

February 17, 2013 (Sunday)

MoF - Scale Modelers Show

February 20, 2013 (Wednesday)

9:00am North Sound Chapter
7:00pm Olympia Chapter Meeting @ Pearson Air

February 21, 2013 (Thursday)

7:00pm Clallam County Chapter @ Rite Bros. Aviation
Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

February 23, 2013 (Saturday)

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

February 27, 2013 (Wednesday)

9:00am North Sound Chapter

February 28, 2013 (Thursday)

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

March 1, 2013 (Friday)

6:30pm Paine Chapter
MoF - Queen's dinner in Shuttle Trainer

March 2, 2013 (Saturday)

EAA Breakfast @ 7S3 (Oregon) www.eaa105.org
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

March 5, 2013 (Tuesday)

6:00pm Arlington Chapter @ NASA Restaurant

March 6, 2013 (Wednesday)

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Yakima Valley Chapter
Free Admission www.museumofflight.org

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7:00pm Olympia Chapter Meeting @ Pearson Air

March 21, 2013 (Thursday)

7:00pm Clallam County Chapter @ Rite Bros. Aviation
Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

March 23, 2013 (Saturday)

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

March 27, 2013 (Wednesday)

9:00am North Sound Chapter

March 28, 2013 (Thursday)

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

March 30, 2013 (Saturday)

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

April 2, 2013 (Tuesday)

6:00pm Arlington Chapter @ NASA Restaurant



Washington Airport Management Association

Position Paper January 4, 2013

Subject: Aircraft Excise Tax Revenue to Aeronautics Account

The Aircraft Excise Tax, which is authorized by the Revised Code of Washington (RCW) Section 82.48.080, is collected from aircraft owners who are users of the Washington State aviation system and particularly of Washington's airports. However, 90-percent of the revenue collected through imposition of this tax is deposited in the state's general fund rather than being used to maintain the state's airport system. Consequently, those who pay the tax do not directly benefit.

WAMA's position is that the tax revenues should be fully allocated and directed to the Aeronautics Account to support the aviation system and airport infrastructure in the State.

Under current law, the Aeronautics Account receives an amount equal to only 10 percent of the total amount collected from the Aircraft Excise Tax. The purpose of the 10 percent allocation is to pay for the staffing at the WSDOT Aviation Division to collect the tax revenue. The remaining 90 percent of the Aircraft Excise Taxes are credited to the State's General Fund to fund non aviation needs.

WAMA Legislative Proposal

1. Change the current distribution of Aircraft Excise Tax revenue addressed in RCW 82.48.080 by increasing the allocation of revenue to the state Aeronautics Account from 10 percent to 100 percent.
2. Credit 100 percent of the revenue received from the Aircraft Excise Tax to the Aeronautics account to be used for state grants to airport's and the administrative costs associated with grant execution and the collection of the excise tax.

The WAMA proposal would add language to RCW 82.48.080 to authorize collection of Aircraft Excise Taxes to support public use airports. The language is as follows:

Language changes:

WAMA proposes the following language changes to RCW 82.48.080:

The secretary shall regularly pay to the state treasurer the excise taxes collected under this chapter, which shall be credited by the state treasurer as follows: ~~ninety one hundred percent to the general fund and ten percent to the Aeronautics Account~~ in the transportation fund for state grants to airports and the administrative costs associated with grant execution and the collection of the excise tax. ~~for administrative expenses.~~

Discussion

Current law provides for a \$15 aircraft registration fee credited to the state Aeronautics Account plus an excise tax based on the type of aircraft. The tax ranges from \$20-\$125 for each individual aircraft. The \$15 registration fee is not at issue.

Presently, ninety (90) percent of the revenue generated from the Aircraft Excise Tax under RCW 82.48.080 is allocated to the state general fund and ten (10) percent to the Aeronautics Account. The total revenue generated from RCW 82.48.080 (not including the \$15.00 aircraft Registration Fee) was approximately \$288,000 in 2011 and \$293,000 in 2012.

The following data illustrate how much Aircraft Excise Tax revenue was credited to the Aeronautics Account in 2011 and 2012 and how much would have been credited under the WAMA-recommended change:

State FY 2011 – Aircraft Excise Tax Revenue (only)

Aeronautics Account received \$ 28,000
Aeronautics Account *would have received* \$288,000

State FY 2012 – Aircraft Excise Tax Revenue (only)

Aeronautics Account received \$ 29,000
Aeronautics Account *would have received* \$293,000

In consideration of the very large needs for airport infrastructure improvements in the state, WAMA does not support allocation of any Aircraft Excise Tax revenues to the state general fund.

According to page 12 of the Aviation Economic Impact Study completed in 2012, nearly \$800 million in taxes are paid by the aviation industry to cities, counties, special districts and the state each year.

Of the nearly \$800 million in aviation taxes, over \$540 million of that is disbursed to the State's general fund each year. The amount of remaining tax revenue credited to maintaining airport infrastructure via the WSDOT Aviation Division grant program is approximate \$1.2 million annually (or 41% of the WSDOT Aviation Division biennial budget of \$6.0 million in state funding). However, the unfunded needs at Washington's airports are \$600 million dollars over the next twenty years for the 135 public use airports which support 248,500 jobs.

Another way to summarize the above paragraph is:

"The state of Washington is committing just \$1.2 million dollars annually to close a basic airport infrastructure gap of \$600 million dollars over the next twenty years. Meanwhile, aviation annually contributes nearly \$540 million in tax revenues to the state general fund and 248,500 jobs to the state economy, all of which is dependent upon on aging airport infrastructure."*

Simply put, by contributing all of the Aircraft Excise Tax revenues collected to fund basic airport infrastructure needs, Washington can secure family wage jobs in one of our state's most important industries.

This Proposal is also endorsed by the following organizations:

- Washington State Community Airport Association
- Washington Aviation Association

* Long-Term Air Transportation Study: Recommendations of the Washington State Aviation Planning Council (July 2009), pg. 15

Website link: http://www.wsdot.wa.gov/NR/rdonlyres/6CAF7B7B-37B8-44D3-B259-AB020B1AD995/0/Council_Report_PRINT_070109_lowres.pdf

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