



Wings

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February-March 2014

President's Message...



Les Smith,
WPA President

From our first issue of 2014, Happy New Year! May the year bring you the joy that aviation offers and the safety we all strive for.

There have been a couple of high-profile mistakes covered in the press recently with aircraft at wrong airports or runways. The press (both general and aviation) are quick to cover them and too many of us are quick to respond with comments about 'no way we would ever do that', or worse. My point is about the way we respond – and who is listening. Your fellow aviators hear it through the filter that tempers anything negative about aviation with all that we know is good. But the general public – including those we would like to bring into aviation as new pilots – don't have that filter. To them, it sounds like a pile on. That is likely to send these potential pilots in another direction with their discretionary time and money. The same is true when we talk of the 'good old days' of cheap avgas and fewer regulations. To the potential aviator, especially young people, that sounds like a good reason to keep looking past aviation for a new hobby. We all want to stem the declining pilot numbers. 'Staying on message' is part of how we will do that. Let's talk about how the system is designed to account for the fact that we are all human and can make mistakes, yet aviation has matured to develop systems and procedures that make for recoverable errors. Let's talk about the utility of our aircraft. Let's talk about the ability to compress time and space to an advantage that could stand on its own, even before we consider the pleasure to be had from flight. For many of us, there is no way to justify the economics of owning an aircraft. And though not many realize it, the same is true for automobiles. For most, the auto is their second most expensive purchase after buying a home. The economics alone of it are hard to justify. But the advantage your auto brings over walking or riding the bus is enough that we keep buying them again and again. Those in aviation know the same to be true for aircraft. The economics alone are challenging to justify – until you discover their utility in leveraging time and distance to go places that would be otherwise hard to reach in a day or a weekend. This applies to both business and recreational usage. This is the dialog we need to foster, for those we hope to encourage to become aviators and for communities with airports in their midst. Let's take the dialog about aviation and reframe it for the positive benefit it brings, both to the individual and to the community. Then let's see who is listening!

Last November, just after our last issue of WINGS had gone to press, a group of Senators and Representatives in our Olympia legislature met to establish the Washington State Legislative Aviation Caucus. Their goals include protecting and developing our State's airports, the use of aviation gas tax for aviation enhancements and identifying and supporting aviation manufacturing businesses that would find it advantageous to expand or relocate in Washington State. WPA applauds the leadership and vision of Senator Jim Honeyford (R-District 15) and the founding members which include Senator Annette Cleveland (D-District 49), Representatives Mark Hargrove (R-District 47), Dave Hayes (R-District 10), Norm Johnson (R-District 14), Brad Klippert (R-District 8), Drew McEwan (R-District 35), Dean Takko (D-District 19), and Gael Tarleton (D-District 36). Senator Honeyford and Representative Tarleton were elected/appointed as co-chairs at the November 22nd initial meeting. I urge each WPA member to contact their Washington State legislators and encourage them to join the newly formed caucus. The legislators need simply to contact Senator Honeyford to be added to the caucus.

(Continued on page 4)

Felts Field Hosting Regional Fly-In Organizers Expect Hundreds of Planes at Summer Event



Felts Field, Spokane, Showing All Four Runways

Photo by George Perks

Felts Field Airport in Spokane has been selected as one of six small airports around the U.S. to host a one-day regional fly-in by the Aircraft Owners and Pilots Association. One-hundred seventy-five or more aircraft are expected to fly into the airport August 16th.

Meanwhile, area airplane and pilot clubs such as The Washington Pilots' Association, Experimental Aircraft Association, and Spokane Airport Tenants Association as well as Spokane Airports are scrambling to find a part each can play to increase participation in the aviation event.

AOPA members and all those interested in aviation will have a chance to attend safety briefings, aviation clinics and seminars, and participate in flying activities.

Dave Ulane, the Northwest regional manager for AOPA, said Felts was chosen because it has an active and large community of private pilots, the facility is specifically a general aviation airport with no scheduled commercial traffic, and for the scenery and beauty of the region.

Felts Field also has the advantage of being centrally located between Idaho, Montana, and Oregon, allowing more members to attend. Felts also offers two asphalt surface, parallel runways, one sod runway, and a water landing area available on the Spokane River which is adjacent to the airport.

According to a 2012 Department of Transportation survey, Felts Field is home base to 320 aircraft (281 single-engine, 22 multi-engine piston-powered, four turbojets, and 13 helicopters). Cargo service is available. Felts has a control tower operated

part-time. 63,496 operations were recorded in 2012.

"It's such a great aviation community out there," said Ulane, who lives in Spokane.

AOPA is celebrating its 75th anniversary this year. It has 400,000 members nationwide and 9,000 in Washington.

Ulane said AOPA had held a single national fly-in in past years but decided on six regional fly-ins at the urging of members who wanted to make the events more convenient and boost attendance.

2014-01 WPA Legislative Report

By Blake McKinley, WPA Legislative Director

The Legislature is back in session.

MET Towers: John Townsley has been keeping us all up to date on this issue. At this point, Senator Honeyford has pulled together a bill (S-3245) that reflects what about ten other states have done with regard to the MET Tower issue. Recall that the FAA requires marking of towers over 200' AGL and MET towers are less than 200'. The danger with MET Towers is that they can be erected in less than a day, without markings, and without notice. This creates a low-level flight hazard, especially for agricultural operations, but also for helicopter, law enforcement, firefighting, and other operations which can occur in an emergency. Once Senator Honeyford drops the bill, it should go to the Transportation Committee. I would encourage you to contact your legislators and ask them to support this bill. Attached is the latest version of this bill. John may have additional information.

Vista Closure: Vista Field closed at 5:00 PM on December 31st. Les, Marjy, and I had a conference call with Senator Brown regarding, at the time, the pending closure of Vista Field on December 17th. Unfortunately our options were limited and out of our budget. I also pulled together two articles, one for the Tri-City Herald and the other for the Tri-City Journal of Business (neither chose to publish the article). Senator Brown was sympathetic to the issue and was familiar with it due to her local involvement with the city council. The bottom line is that all of the Port Districts which operate airports, do so profitably for their communities except for the Port of Kennewick. The collective opinion was that there seemed to be an agenda on the part of the Executive Director of the Port of Kennewick and his Commissioners. I attached one of the articles I drafted for a historical perspective. It is disappointing to see this closure occur after Marjy's efforts to keep it open. Marjy can update if she has any news.

Leonard Christian: Leonard was appointed by the Spokane County Commissioners in early January to fill the vacancy left by Rep. Larry Crouse's (4th LD) retirement due to health reasons. I had the opportunity to sit down and visit with Leonard for about an hour and a half just prior to his appointment. Representative Christian is an airplane owner, WPA member, CAP pilot, he plans to join the Washington State Aviation Caucus, and supportive of aviation taxes directly funding WSDOT-Aviation. I believe he will be an asset for aviation in the House. He will be up for election in November, it would be good to support him.

Tuesday January 28th: Washington State Community Airports Association meets in Olympia Cherberg A/B/C rooms. I believe that Les Smith is going to attend this meeting. Attached is the announcement.

AOPA Fly-Ins Energize Members

By Benét J. Wilson

As AOPA continues to plan for six fly-ins and the AOPA Homecoming Fly-In in 2014, members are weighing in on the series of events that will replace the Aviation Summit.

Commenter Mavrick1 noted that the new regional events were organized so that pilots can fly in and meet local pilots and interact with AOPA staff. "This will encourage local flying, [which] equals growing the pilot population. Not everyone can fly a single-engine aircraft to the annual AOPA expo. Great start AOPA, and maybe other airports will participate next year."

"I think this is a good initiative to reach a broader cross section of the membership. More people can afford and find time for a day or two adventure than the better part of a week to do the single event. I am sure the leadership could consider rotating the cities to touch other areas that are missed in this first pass," wrote AOPA member 01316154. "I look forward to attending the Indianapolis event as I live in Louisville and appreciate the change in venue."

One of the biggest concerns was what members perceived as a big gap in the middle of the country. "[This is an] excellent regional start. I would really, really like to see a 'mid-coast' fly-in, possibly Grand Junction,

This is AOPA's inaugural year of fly-ins, and a whole new crop of airports will be chosen for 2015.

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Friday Harbor SPB

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Friday Harbor SPB, in San Juan County on Friday Harbor's NE side, has no based aircraft. The latest data indicate 4,600 annual operations. In 1998, 6,190 passengers were enplaned, classifying it as a commercial service-other airport. The SPB is served by Kenmore Air, providing service to its Lake Union facility in Seattle using DHC-2 Beaver sea planes. Cargo carriers include Kenmore Air and Northwest Seaplanes. Waterway 3-21 is 10,000 ft by 2,000 ft. Waterway 12-30 is 6,000 ft by 1,000 ft.

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

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	40	Federal:	General Aviation Airport	Airport Elevation:	-
Associated City:	Friday Harbor	State:	Seaplane Base	Approach Category:	A: < 91 knots
County:	San Juan				
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	Port	Number:	2	FAA:	IsA
Owner:	Port of Friday Harbor	Type(s):	Water,Water	Description:	

AIRPORT ACTIVITY

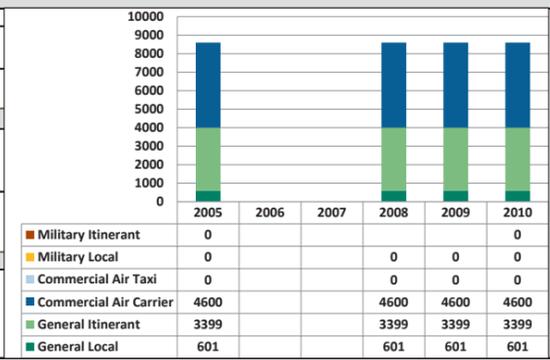
Activities	Based Aircraft		Cargo
	Based	Transient	
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet 0
Air Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	Multi-Engine 0
Medical Transport	<input type="checkbox"/>	<input type="checkbox"/>	Single-Engine 0
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based 0
Aerial Surveying	<input type="checkbox"/>	<input type="checkbox"/>	Glider 0
Wildland Firefighting	<input type="checkbox"/>	<input type="checkbox"/>	Military 0
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight 0
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane 0
Civil Air Patrol	<input type="checkbox"/>	<input type="checkbox"/>	Total 0
Cargo Activity	<input type="checkbox"/>	<input type="checkbox"/>	Fixed Based Operators
Flight Training	<input type="checkbox"/>	<input type="checkbox"/>	AIS Last Updated:
Commercial Carrier Activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	No. of FBOs

Comparison by State Classification

Airport	Classification	
	Low	High
Based Aircraft	-	10
Operations	8,600	8,600

Year	Commercial Enplanements*
2010	2,612
2009	-
2008	-

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



Airport Businesses and Visitors

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



NOTE: All impacts are shown in 2010 dollars.

ECONOMIC IMPACTS

AIRPORT BUSINESSES

Counties in Impact Region:	San Juan
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:	\$ 807,700		Total Impact	All State Impacts	% State Impact
	Direct	Indirect/Induced			
Jobs	9	4	13	94,000	0.01%
Labor Income	\$ 249,000	\$ 192,000	\$ 441,000	\$ 3,311,700,000	0.01%
Output	\$ 687,000	\$ 599,000	\$ 1,286,000	\$ 10,160,600,000	0.01%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

Airport Businesses	Total Taxes			
	Cities	Counties	Special Districts	State
Visitors	\$ 8,200	\$ 8,100	\$ 8,100	\$ 39,000
Total	\$ 8,200	\$ 8,100	\$ 8,100	\$ 39,000

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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A Gem in the San Juans

By David M. Ryan



From airport founder Roy Franklin landing in a cow pasture, to state of the art LED lighting, Friday Harbor Airport has come a long way! Owned and operated by the Port of Friday Harbor since 1985, KFHR is a primary commercial service airport. Over the last five years the Port has invested over 6 million dollars in state of the art LED lighting, a new parallel taxiway, signage and other improvements. The airport boasts RNAV and NDB approaches, a 3,400 x 75 grooved asphalt runway, a beautiful passenger terminal and other amenities not usually available at small town airports. A ten minute walk to town makes Friday Harbor airport one of the few in the country where visitors can park and walk to a picturesque downtown full of shops, restaurants and lodging.

AOPA's "Postcard On Line" quoted Friday Harbor airport as one of the top four destinations in the country, while AOPA Magazine, called it a "Modern Day Brigadoon". The full article is still posted on the AOPA site.

Whether you arrive for the \$100 hamburger or plan to stay several days, there is plenty to do while on San Juan Island. Here are few tips!

1. New Airport Welcome Center near transient parking offers a beautiful space for flight planning, free wi-fi, restrooms and brochures of what to see and do on the island
2. Ernie's Restaurant - The original airport terminal is located next to the fuel island. With good food and friendly service, Ernie's has become a local pilot hangout and popular lunch spot for the general population as well.
3. Friday Harbor Fly-In - July 26 is this year's date. It's Saturday 10-3. Check the link on the Port of Friday Harbor's Airport page. Visit http://www.portfridayharbor.org/?page_id=49
4. M&W Auto & Rentals - located just off the North end of the airport for rental cars or multi-passenger vans .
5. Suzie's Mopeds - You can rent two or three wheelers and see the island at 35 mph. No special license or training is required. Like everything else in Friday Harbor, it's about a 10-minute walk from the airport.
6. Bicycle Rentals - Island Bicycles or PedalAnywhere, both in Friday Harbor.
7. Roche Harbor - Whether by moped, car or your own airplane, Roche Harbor, on the Island's NW shore, is a worthy side-trip. Look for transient aircraft parking on the West end. Webcams & weather are on WSDOT Aviation's Airport Camera section. Another West side resort worth a visit is Snug Harbor.

Web information is available for restaurants, lodging and events at: www.visitsanjuans.com. For airport data visit www.portfridayharbor.org

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Dismantle FAA's Involvement in Medical Certification?

By Jim Posner

I have long thought that the FAA should NOT be in the medical certification business, at least for Part 91 operations. Ever since my denial – despite letters from my doctors specifically stating that I am good to go – I have tried to understand why they should consider themselves more qualified to determine my fitness to fly than my own experts. I am not a doctor nor do I have any medical training. My primary care physician is a former AME-equivalent in the military so is very familiar with “fitness to fly” criteria.

The newly introduced legislation by Mr. Rokita (H.R. 3708) goes a long way toward solving this problem by eliminating the FAA-issued medical certificate requirement for piloting most types of light (under 6000 pounds gross weight) GA singles and twins VFR below 14,000 feet and should be supported by us all. I do have some concerns about its ability to be passed, however.

The FAA wastes huge amounts of money duplicating the medical community, maintains a very inefficient bureaucracy that costs us over \$55,000,000 per year just for the medical group, is entirely unnecessary and counterproductive, compromises public safety and is a major impediment to the growth and health of general aviation.

My concern about the Rokita bill is that if it doesn't have some sort of oversight component, it won't have a ghost of a chance of passing. Clearly, there are some people who have health issues that make it unsafe for them to act as pilot in command (or drive a car for that matter). If we rely solely on them to self-determine their fitness to fly and they don't ground themselves when they should, we could have some safety issues. There needs to be a basic requirement for us to consult

with our medical professional and get him/her to agree generally and as issues come up that we're OK to fly. They are the only ones in a position to accurately know, on a day-to-day basis, the pilot and his or her fitness to operate an aircraft safely. It should not be a government agency that knows nothing about our personal situation.

All pilots should be required to have their own physician's permission to fly on a real-time basis to be legal. If a significant (or even minor) change in the pilot's medical condition or medication (prescribed or OTC) makes him/her unsafe to fly, the pilot's primary care physician will know as soon as he/she is consulted and a note would be put into the patient's file admonishing him/her against flying (if that is the appropriate recommendation based on the diagnosis) until all re-fitness criteria are met. Once the problem is solved, and this might be just a day or so later, the pilot is once again good to go. No longer would it take months of time, mountains of paperwork and huge costs to get certified again. If the problem can't be solved (or until it can be solved) and the pilot's doctor advises that he/she is risking his/her safety, the safety of his/her passengers and the public, he/she would most likely agree to stand down. When it is finally time to permanently hang up the headset, it will be a much more mutually agreed upon course of action based on the pilot's personal circumstances, prognoses and his/her personal physician's opinion/advice.

The FAA's current process jeopardizes public safety because it doesn't track the airperson's health for the two to five years (depending on age) between examinations and thus relies on an honor system where the pilot is depended upon to self-certify and ground

him or herself if he/she is not, in their personal judgment, fit to fly that day or leg.

The FAA can be involved as a clearing house of accident investigation intelligence regarding the pilot in command's medical condition at the time of an accident and how it might have contributed to the cause. In this capacity, they would limit their involvement to issuing GUIDELINES to the medical community for determining fitness to fly based on that experience and investigative results data. Such guidelines must, however, be based on documentable research into aviation incidents/accidents that were attributable, at least in part (by the NTSB) as being caused by some preventable, medically-related incapacitation of the pilot in command, not just opinion, theory or speculation.

For instance, if there is something about the three-dimensional aspects of aviation where the pilot in question's medical situation requires supplemental oxygen at a lower altitude than most; his or her doctor would make it clear that he/she must use it while flying at or above that altitude. It would be the same as when glasses are required if the pilot needs correction to see properly. Whatever other differences there are (that can be documented) can be explained in a briefing paper issued by the FAA to the medical community so that they can digest and integrate those differences into their general knowledge base. These guidelines can be updated periodically as pertinent new data becomes available.

The present setup also invites pilots to “game” the system; lie about or omit facts when filling out his/her medical application or even just fly without a medical certificate. Recommended tests that could lead to

improved health might be refused on the basis of possibly discovering issues that would result in a long and costly investigation by the FAA and possible denial. Using one physician to do a pre-qualification exam and then another to act as the AME for the FAA paperwork so that he/she knows what to conceal is a common tactic. Hesitance to seek advice about a medical issue because it might lead to disqualification is particularly dangerous to both the pilot and the public. On the other hand, if he/she knew that by discussing a concern and dealing with it pro-actively, it would probably result in a relatively quick solution and re-certification, he/she would be more willing to take action. Of course, it's possible that some might just shop around for a doctor willing to sign off on his/her fitness to fly without even examining him/her, but that puts the doctor at risk of having to answer to the NTSB if an accident occurs, making this scenario unlikely.

So, if the Rokita bill were to include a requirement for pilots to get and have his/her doctor's continuing opinion that they are fit to fly and make that the “certification”, we should be good to go. Without such a requirement, those opposed to the bill will try to instill fear into congressional voters by suggesting that all of a sudden unfit pilots will be taking to the air jeopardizing their safety as well as their passengers and the general public. That message will ring true if there is no oversight component to the bill at all.

We must, therefore, persuade the authors of the bill to include an oversight component and then elicit the support of our congressmen/women and senators to get their affirmative vote.

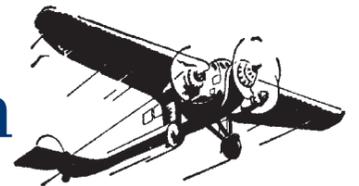


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Fighting for your Freedom



By Elizabeth A. Tennyson appearing in the February, 2014 issue of AOPA's PILOT magazine.

You may have heard of incidents recently when pilots landing after a routine flight within the U.S. were unexpectedly approached by more than half a dozen armed law enforcement officers, including a some with rifles in hand demanding to see his pilot and medical certificates and to search his aircraft and luggage. All this without a warrant and with little or no “probable cause” or reasonable suspicion of illegal activities.

The AOPA has published guidelines for dealing with these stops and search demands. They have also requested, through Congressional Members, both Representatives and Senators, that the inspector general investigate these incidents.

There have at least 42 reports of such incidents. AOPA General Counsel Ken Mead was interviewed and was quoted as saying: “It looks a lot like a federal agency that is

routinely exceeding its mandate and acting outside its authority. The sheer number and geographic spread of incidents makes it appear there's a systemic problem within DHS (Department of Homeland Security), and needs to be addressed immediately.”

AOPA is asking members who are stopped by federal or local law enforcement to report the incidents using AOPA's online form (www.aopa.org/enforcementform). And, be prepared to deal with this sort of event by studying the document that they have published (“What To Do If Stopped by Law Enforcement”).

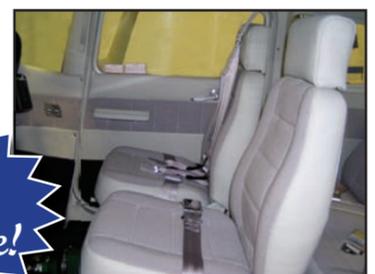
We here at the Washington Pilots Association will monitor any and all such incidents and provide whatever help we can to get the word back to the appropriate agency that we will not tolerate unreasonable delays and searches.

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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 schedules, please contact **Dave Garringer, colvilleairport@yahoo.com, 509-684-1566.**

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

begins at 6:30 pm, with an aviation-related program beginning at 7:15, followed by a short business meeting. Guests are always welcome. **For more information about Deer Park chapter and its activities, please contact Darold Schultz at 509-999-5835.**

GREEN RIVER - The Green River Chapter meets on the 2nd Friday of every other month (February, April, June, August, October and December) at Trotter's Restaurant, 825 Harvey Road, Auburn, WA 98002. Social time will start at 6:30 p.m. and the meeting will start at 7 p.m. Dinner will be served and there will be three entrees to choose from. Cost is \$20 per person. Meeting program information and upcoming special events can always be found at WPAFLY.ORG under the Green River Chapter tab. **For more information, contact Chapter President Jim Flynn at JKR6A2@SKYNETBB.COM or 206-498-4409.**

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.**

PAINÉ FIELD - The Paine Field chapter meets the first Friday of most months for dinner and an aviation related program. **For detailed information on the monthly meeting and other chapter activities including group flyouts, maintenance seminars and special programs visit www.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@idahoveneer.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, mikewhite@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, donafllick@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.**

LETTER TO THE EDITOR AMEs Who Will Actually Help You Maintain Your Medical

By Mike White, President, WPA Tri-Cities Chapter

During my "Medical Experience" this summer, it was discovered that I also had an irregular heartbeat. Checking AOPA's website, I saw that this kind of irregularity was a relatively common occurrence and should not be a hindrance to maintaining my 3rd. Class Medical Certificate, however I should have it evaluated prior to applying for a renewal of the certificate with my AME.

Clif Dyer, the proprietor of Sundance Aviation FBO at Richland Airport (RLD), suggested a cardiologist/AME in Spokane, Dr. Angelo Ferraro. I understand that Dr. Ferraro is recognized by the FAA and he regularly consults with them on cardiology issues. Thus he knows how to state his examination report in FAA-positive language. Querying the FAA Airmens Database, I see that he is an ATP in both airplanes and helicopters.

I saw him on January 7 and after an ECG and stethoscope examination, he wrote a report with lots of cardiology language I

don't understand, and includes, "...low risk for acute incapacitation, particularly in view of his desire to proceed with a third-class FAA medical". Also: "no follow-up planned...". In other words, this is not a cause for denial.

His contact info is:

Angelo S Ferraro, MD AME
Heart Clinics Northwest
122 W 7th Ave Ste 310
Spokane, Washington 99204
Phone 509- 838-7711

A little web surfing revealed two URLs which might be interesting to check out:

<http://faa-medical.findthebest.com/d/c/Cardiology> and <http://www.airlinepilotforums.com/pilot-health/60570-good-ame-seattle-area-2.html>

I hope this is helpful.

President's Message (Continued from page 1)

This issue of WINGS should arrive in early February, allowing plenty of time for you to plan to attend the Northwest Aviation Conference and Trade Show in Puyallup, held this year on February 22nd and 23rd. Our WPA Annual General Meeting will take place that Saturday in the North Forum from noon to 2:00 pm. A lunch will be served for our WPA and WASAR members. During our General Meeting, we will talk about where our state funds go, elect new officers, recognize a few select individuals' contributions with awards and maybe even have a guest speaker. Looking forward to seeing you there!

Most importantly, go fly! There's nothing like getting above it all!

A tip of the hat to Brandon Freeman, Director, Paine Chapter and to John L. Peterson, Chairman of the Lindbergh Foundation for their inspiration on changing the aviation dialog.

For more about changing the dialog about aviation, see:

*Brandon's post: <http://airfactsjournal.com/2013/04/accutate-the-positive/>
John's post: <http://blog.aopa.org/opinionleaders/2014/01/08/ga-need>*

East Side VP Report:

By Tom Morris

It has been fairly quiet closing out the end of 2013. Preparations are on the way to receive the incoming officers both at the State and Chapter levels. My main effort has been to help bring nominee Norm MacPhee up to speed on the East Side VP position.

Incoming Officers for the **Spokane Chapter** are: Charlie Cleanthous, **President**; Donna Childs, **President Elect**; Ray Brunner, **Treasurer**; Rusty Hansen, **Secretary**; Marian Heale, Norm MacPhee, Charlie Archer, **Spokane Chapter BOD**; Terry Newcomb **Past President**.

As for activities, the **Spokane Chapter** is busy preparing for their Annual Benefit Auction, which will be held March 8. Three \$1000 scholarships will be awarded to area Aviation Students. The program this year is a presentation provided by Retired Air Force Colonel Chuck Stratton. Colonel Stratton's program will highlight flying the U2 Dragon Lady Spy Plane with video, diagrams, models and many stories including equipment failure and high altitude bailouts.

Okanogan/Ferry County: Dave Edwards, **President**; Lee Orr, **Vice President**, Vicki Lewis, **Secretary**, Lola Orr, **Treasurer**. **Methow Rep** is Bob Hoffman. The Okanogan Chapter will set up for the 8th year a booth at the Aviation Convention. They are working on a program for Women in Aviation later this year, and a Seminar with the WFF (Flying Farmers) in Moses Lake on February 8 at Big Bend Community College Flight Training Center. Contact Jerry or Nina Richardson for info @ 509-765-9735 on the WFF Safety Seminar.

Colville: Dave Garringer, President; Bill Thompson, Vice President, Darron Tate, Sec/Treasurer. The Colville Chapter purchased a Non FAA approved WX Station that can be accessed on line for weather reference. They have been in question how extensive the wx program should be advertised for usage, do to possible liability concerns. They would like the States input and thoughts on the subject. Dave was also interested in finding out about the interactions with WAMA and Airport Management up coming meetings.

Tri-Cities: Mike White, **President**, Marjy Leggett **Secretary/Spokeswomen**, Paul Keller, **Treasurer**. Membership and activities have fallen off and the chapter is looking for new ways to re-energize the local chapter.

Deer Park: Roy Lakewold, **President**. After speaking with Bill Moore, I learned that committee volunteers run the functions and meeting. They are currently working on the 2014 schedule of events that will be posted later.

I have not received the new officers or details from the Yakima Chapter at this time.

The Northwest Region has gained new WPA member and AOPA Regional Representative. **Dave Ulane** has moved to Spokane and has actively joined forces with the WPA both at State and Chapter levels. The most excitement was created when Spokane Felts Field was selected for the AOPA Fly-In in August. Dave NW Region AOPA Representative and has brought renewed enthusiasm to our State.

Norm MacPhee (VP nominee) and Dave plan to attend Chapter meetings throughout the State this year. Dave Ulane's contact info is: david.ulane@aopa.org.

Introduction of Norm MacPhee. Norm and I plan to attend the Board Meeting on Jan 18th and it would be wiser to have Norm share his thoughts, ambitions and ideas to the Board in person. So I will defer to him for that.

Other news: **Leonard Christian** has replaced Larry Crouse as the **Dist 4 Representative**. Leonard is a good friend, a friend to aviation, a pilot and Cherokee 180 owner based on SFF. He is interested in the State Aviation Caucus and is supportive to all Aviation needs. Please support him as you can, he will be a huge asset for WPA concerns.

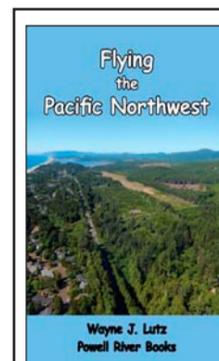
In closing, I would once again like to thank all of you for the efforts and encouragement the WPA Board of Directors bring to the table. I feel a strength growing in our group to provide and guide Aviation in the State. Although I will hold no official position for this year, I still plan to be very active, and help out where I can. Please stay in touch!

It is not too late to renew your WPA membership for 2014

If you have not already renewed your Washington Pilots Association membership for 2014, please consider doing so now. It's easy. Go to www.wpaflys.org, there on the right side is a red "Join or Renew Online Today" button which will take you through the simple process step by step. If you have any questions please send me note or give me a call.

Thank you for supporting your Washington Pilots Association.

Frank E. Hummel, Membership Director
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Coast to Coast Flight Friday Harbor to Canada's Maritime Provinces.

By Darryl Swenson, d.swenson@comcast.net, 206-999-8188 Cell Phone

Washington pilots have a huge opportunity right at our doorstep. Flying Canada. There's a vast landscape of beautiful mountains, rich forests, pristine lakes and glaciers. You say, "that sounds just like Washington!" You're right, but there's so much more of it. The second largest country in the world by area, after Russia, also brings open skies, very little traffic, and friendly welcoming people.

Last summer I flew my Flight Design CTLS from Friday Harbor WA to the Maritime Provinces on Canada's east coast. The two-seater CTLS is ideal for long cross country flying with auto-pilot, XM weather and music, 110 knot cruise speed, five gallon an hour fuel burn, and a right seat by my side to hold my camera equipment. My wife, who freaks out when my turns exceed a 30-degree bank, typically flies commercial and meets me at my destinations. Everybody's happier.

Starting from my Friday Harbor home base, I cleared customs in Abbotsford BC, hopped over the Canadian Cascades and Rockies, and then hooked up with a group of 100 airplanes in Swift Current



Niagara Falls

Saskatchewan. Every conceivable aircraft type was represented in my group – twins, home-builts, turbines, warbirds, amphibians, and family station wagon C172s and C182s. Every type of pilot was represented too – from low-time amateur to high-time pro.

The group I joined is called The Century Flight Club. Starting in 2009, celebrating Canada's 100th anniversary of flight, this group has flown annually on some horrendously long cross country flights in Canada. In 2012, for example, the group brushed up against the Arctic Circle on a flight to Yellowknife in the Northern Territories.

We headed east from Saskatchewan,

crossed the plains of Manitoba, went around the Great Lakes and up the St. Lawrence River. After overnighing in Ottawa we skirted by Montreal, crossed Maine and New Brunswick and landed at our destination, Prince Edward Island. There was only one day's weather delay near Thunder Bay, Ontario. I wonder why they chose that name.

Prince Edward Island was an ideal basecamp for day-flights around Nova Scotia and the Maritime Provinces. During our five-day hotel stay, The Century Flight Club put on daily seminars on flying. This immersed me in the ways of Canadian aviation. I felt like a privileged character to have daily weather reports by NavCanada briefers – in person!

With ominous weather headed our way, many of us ducked out of Prince Edward Island a day early and missed out on the farewell lobster dinner. No loss. Lobster's so plentiful there that they call it poor people's food. Plus those speakers always seem to drone on.

Now I am off on my own -- flying back home to Friday Harbor. I decided to go back over US territory. Departing Prince Edward Island, I flew over Nova Scotia, down the coast of Maine and cleared customs at Bangor. My next highlights were Niagara Falls, the Chicago Skyline, and a five-day stop at Oshkosh for the 2013 EAA AirVenture. My route home took me over South Dakota Badlands, Mount Rushmore, and Jackson Hole. I spent my last two nights in Boise waiting for the familiar clouds to clear over the Cascades. Have you ever heard this

one? "VFR flight not recommend in areas of mountain obscuration"?

This July I am joining the same group but we're flying the opposite direction – east to west. The Century Flight Club has selected the seaside resort of Nanaimo on Vancouver Island BC for the 2014 Destination, called the BC Discovery Tour. It takes place between July 8th - 17th, 2014. It begins with a smaller group of airplanes from Canada's east coast, and while gathering more airplanes as they proceed west, ends with 100 airplanes and a six-day convention in Nanaimo.

Washington pilots can fly directly to BC for the convention; or fly east and

join the westward bound group. Go as far east as you choose. My plan is to fly from Friday Harbor through Idaho and Montana, head north and catch up with the westward bound group in Saskatchewan. There will be a full West Coast Convention in Nanaimo, BC. During the convention there will be seminars, workshops, daily fly outs, receptions, and an awards Banquet.

Flying a small airplane over immense Canadian territory can feel lonely. Sometimes I feel like a gnat crossing mountain passes and vast Canadian forests with bears out to get me if I make an "off airport landing." That's a euphemism for "crash" in case you didn't catch it. It's comforting to be in close contact with other pilots along the route.

Canada's Century Flight Club is eager to expand its American participation. So this



The Plains of Saskatchewan

year there are ten spots being held for US pilots. Your registration fee gets you ground transportation, aviation fuel discounts, room discounts, banquets, guest speakers, and a 37 page official guide that comes out in June. If you're interested, go to the website at www.crosscanadafly.com. And while you're at it, check out my aerial-photos on darrylswenson.com.

Safety & Education



Fellow Pilot's This month's pillar is about Performance; your performance as a pilot and the task of challenging yourself to maintaining pilot proficiency and currency, in all aspects of aviation to include aircraft systems review, airspace review,

aviation regulations and flight reviews.

Ask yourself if you feel you are deficient in any of these areas and you would probably say "yes." Staying on top of all of this information can be a challenge in itself. However if you break each one down and concentrate on one area at a time it makes the process a whole lot easier. There are several ways to make it fun as well. Let's say you have a friend who needs a safety pilot for some practice approaches he needs to do in his Bonanza. You however haven't flown a Bonanza in a few years. Maybe a good way to approach this is to make this an event where you could read up on the aircraft systems and plan of action beforehand then get together with your friend say over breakfast or lunch to discuss and review aircraft procedures, systems, including the flight and how they would relate to your flight from takeoff to landing.

Are all your charts, GPS databases, and approach plates up to date? Do you have all the information you need for the flight? What airspace will you be flying in? Another thing you can review is the airspace system and limitations for the airspace you plan to be entering during the flight and if transitioning from one class of airspace to another will make any difference in the flight. Maybe you would review the information and discuss the flight on a different day than the actual flight. The key is to not get rushed into cutting your session short in order to fly the flight and then not being as prepared as you could be. Take the

time to ask each other questions and review the information thoroughly. For example; in some older model aircraft, little was published by the manufacturer in the pilot's operating handbook (POH) on many of the emergency procedures that you would find in the newer aircraft today. Does that mean they do not apply? What is the difference between a loss of engine power in a 1962 Cessna 172 and a 2012 Cessna 172?

In discussing the "lack of procedures" with the Seattle's Flight Standards District Office (FSDO), as long as you follow the procedures in the POH you can always "add" to them, but not change or delete them. This is where maybe making a "new" checklist list that covers every phase of the flight might be best. One side could be normal procedures and the other side could be emergency procedures and cover events for both on the ground and in flight.

In inclement weather when you can't fly, another idea would be to play the aviation game titled, "Hold Short." In this game you can use either the game board or a local sectional chart, each pilot files a flight plan to the same destination airport but depending on the type of pilot you are depends on how you file. Student and private pilots fly under VFR rules. Instrument, commercial, and ATP fly by IFR rules and on IFR airways. When you come to a checkpoint you are required to answer the questions in regards to the type of pilot you are. If you get the question right you move on if you miss the question you go back a checkpoint. The first pilot to the destination airport wins. Another great idea would be to get some simulator training or take a flight with an instructor. Let them "call all the shots" and evaluate your performance. Don't let them give you any hints. Then see how you do. A question to ask yourself, "What's a good sign a pilot is not proficient?" You know when you're not proficient but can you tell when others are not proficient? There is a saying, "a good pilot is always learning." Is this true about you?

Fly Safe, Ken

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Where Did Vista Field Go?

By Blake McKinley, Jr.

I am writing this article to the citizens of Kennewick regarding the Port of Kennewick commissioners, their staff, and their management of the transportation infrastructure they are charged with administrating.

In my opinion, Vista Field has been mismanaged into insolvency. The result, Kennewick's airport, Vista Field is fourth out of four airports in the area. Do the citizens of Kennewick really want to be fourth out of four? When you look around at Kennewick, Pasco, Richland, and Prosser, all of these communities have airports. Three of them are managed by their Port Districts in a manner where their airports are productive assets for their community; the outlier is Kennewick. Yet it could be at least on par with the other three airports. On March 8, 2010, Port of Kennewick Executive Director Tim Arntzen said the following, "...we see that current airport operations provide a \$53 million business output boost to the county economy. That's 217 jobs currently at the airport and \$10 million in annual payroll that's going on right now from airport operations. If the airport were kept open, a modest expansion of the airport would lead to a job increase totaling 415 jobs and 157 temporary jobs, with corresponding increase in annual payroll and economic output. So the bottom line is the airport right now is doing a pretty good job of providing some economic input to this economy, and if the airport were modestly expanded, you could virtually double that economic productivity at the airport in a reasonable length of time." However, at some point over the past 3 1/2 years, Mr. Arntzen seems to have lost his perspective.

As a consequence of Mr. Arntzen and the Port of Kennewick Commissioner's loss of perspective, Kennewick's airport, an additional portal to Kennewick, is slated for closure on December 31st. The decision by the Port of Kennewick Commissioners, led by their Executive Director Tim Arntzen makes about as much sense as closing other portals to a community such as a train station or an interstate freeway interchange. The mission of a Port District is to operate marine ports and other transportation infrastructure. Typically the result is the promotion of economic development serviced by the transportation infrastructure they are charged with operating, not by replacing their transportation infrastructure with developments! However, in addition to seeking to close Vista Field, the Port District closed the spur line servicing industrial and agricultural interests. How can a business which services rail cars survive without a spur line? It cannot unless it relocates. How does a business relocating benefit the City of Kennewick? The current Port District leadership stipulates that they don't have to maintain transportation infrastructure but has the primary obligation of economic development. One has to ask, if a Port District elects to replace their transportation infrastructure with developments, then what

is the purpose of the Port District? Why is that additional layer of government needed? Wouldn't either your County Commissioners or your City Council be able to manage the development of the property and the resulting developed property instead of incurring the unnecessary overhead of yet another layer of government?

In 1942 the Kennewick Irrigation District deeded the Kennewick Airport (now known as Vista Field) to the City of Kennewick. The city managed the airport until 1991 at which time they sold the airport to the Port District for \$100,000.00. In July of 2008 the City of Kennewick looked at "best use" of the airport land associated with Vista Field. When this study was published the conclusion was, the value of the property would be \$55 million if the airport was improved. With an initial acquisition cost of \$100,000.00, this represents a significant upside potential! On March 19, 2008, Chuck Larson of JUB Engineering published a study, "Proposed Relocation to Richland", where he concluded, "Based on this and previous studies, the Port will incur significant cost to close the airport. For it to be financially feasible for the Port to close the airport, the City must waive the reversionary clause in the current agreement. If the Port needed to exercise the option to purchase the airport land and facilities, the cost (estimated at \$12,000,000) would make it infeasible to pursue development. This option was not considered further." The reversionary clause for Vista Field essentially stipulated the property would always remain an airport. So what does the Port do, in 2008 they get the reversionary clause removed from the contract, thus setting the stage so the Port could now build a case for closing Vista Field. After this event, somehow the numbers begin to miraculously work out so that it is feasible for the Port to purchase the land and pursue development! With the reversionary clause for the airport no longer an issue, the Port of Kennewick has decided the city of Kennewick needs another mall instead of developing this property with its associated airport into a robust business district which would provide employment for skilled individuals. Which is better for a community, businesses providing skilled jobs and the wages which go with these jobs or businesses providing primarily minimum wage jobs?

It has been demonstrated time and time again that airports are more easily closed than opened. Once Vista Field is closed, the chances of Kennewick getting another public use airport are nil. Airports are an integral part of any community allowing access for businesses, visitors, and services such as medevac. Additionally each and every airport is an integral part of our national transportation system. Closing an airport is like closing an interchange on the freeway system, it adversely affects access for those seeking to visit the community serviced by that interchange. Historically, the citizens of Kennewick have rallied to keep Vista Field open. This

happened in 1977, 2003, and 2010. Once an airport closes and the citizens and/or businesses find it no longer convenient to keep their investment in the area or visit the area, they relocate or they visit elsewhere. The result of airport closure is the loss of a revenue stream for that local economy and a loss of skilled jobs supported by the airport.

Airport activities, airport businesses, and businesses located on airports contribute to the community and the local businesses in that community. Whenever a local business or individual utilizes Vista Field for cargo shipments, business travel, pleasure flights, agricultural operations, or tourist visits they all purchase fuel at that airport along with other services. For those based at that airport they will often receive maintenance services. These are often skilled blue collar jobs. In other words, the non-tax dollars from these entities are invested locally. Additionally they pay taxes locally whenever services (directly and indirectly aviation related), including fuel services, are purchased.

When the Port of Kennewick first made rumblings of their intent to close the Vista Field, the owners of the Fixed Base Operator (FBO) were bought out by the Port of Kennewick. Yet on March 8, 2008, the Port Commissioners voted unanimously not to close Vista Field. Then the opportunity to host the 2013 Air Race Classic presented a significant financial windfall for Kennewick as well as Pasco and Richland. The Port passed a resolution in January 2011 which supported hosting this event. September 2011 the Port accepted a local businessman's prospectus to open and run a new FBO and a contract was developed. Then for reasons known only to Tim Arntzen, the Port began placing roadblock after roadblock in his way and on June 2012 the Port ultimately decided not to let the FBO investor move forward. Also in June 2012 the Port rescinded their support for hosting the 2013 Air Race Classic. Soon thereafter, all the aircraft based at Vista Field left. I wonder how the closure will affect Cadwell Laboratories who invested \$2 million in a business expansion based upon the Port's decision two years ago to keep the airport open, and Pacific Cataract and Laser Institute



whose clinic is next to Vista Field and uses the airport frequently for business. Not to mention a developing mailing service business who ended up moving out of the county to Pasco because of the uncertainty created by the Port's mismanagement.

Since 2007, the Port has spent at least \$900,000.00 to make Vista Field NOT work, plus they rejected a \$140,000.00 grant from the Washington State Department of Transportation for runway improvements. Additionally, the Port is obligated to repay \$243,000.00 to the Washington State Department of Transportation to satisfy the investment the State had made to Vista Field. These are your tax dollars the Port of Kennewick is using to make this community asset not work! These figures do not include the expenses for all of the studies the Port has commissioned over the last several years to justify their position, again using your tax dollars to justify closing what should be a viable community asset.

Now of course, the Port of Kennewick has staged things so that it appears to be justified in closing this portion of our transportation infrastructure because of a lack of use; a lack of use caused by their own actions. The actions of the entity charged with managing it. Yet the Port has spent hundreds of thousands of dollars in studies to justify the closure of this airport. It is simply hard to imagine spending so much money in studies to justify closing a viable community interest.

Sadly there may not be much of anything that can be done to save Vista Field. At this point, I encourage the citizens of Kennewick to take a hard look at what their Port Commissioners and the Executive Director of the Port have done to these transportation portals to Kennewick. Next, each of you need to exercise the power of the ballot box to oust these individuals and then establish people in these positions who will run the Port of Kennewick in a manner which maximizes the transportation portals and the economic engines they access.



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The Struggle Ends: Vista Field Closes

By Marjy Leggett



After six foggy days of 200 foot overcast and ¼ miles visibility, the skies cleared up long enough to allow pilots one last flight into Vista Field. It was a long and valiant fight by the pilots and users of the airport in their plight to keep Vista Field open, but the Port of Kennewick commissioners, led by Executive Director Tim Arntzen finally had their say, and on December 31, 2013 at 5:00 p.m., the airport closed forever. This leaves Kennewick, Washington, a city of over 76,000, with no place to land a plane. Pilots arriving in the Tri-Cities are now left with the only options of Richland or Pasco airports.

At one time, Kennewick boasted of having two airports—one on the east side of town, and Vista Field, known as Kennewick Airport #2. The first record of a pilot flying into Kennewick, was in 1920 when Floyd Kelso, a barnstormer with performing wingwalker Augie Pedlar flew up and down the West Coast with their daring act in a JN-4D Jenny, making a stop in Kennewick. Here Floyd met a girl whom he courted for a while (a good reason to make frequent stops in Kennewick) and eventually married.

In the 1940s, the 640 acres devoted to Vista Field was owned by the Kennewick Irrigation District. In 1942 it was sold to the City of Kennewick, who only possessed it for a couple of months before it was leased by the Navy and outfitted with a metal grating to train men for shipboard landings and takeoff. After the War, the airport reverted to the City and languished until 1953 when Clifford and Nimmo Rasch, along with their three children, stepped up and regenerated the derelict property.

The City of Kennewick owned the field until 1991 when it sold it to the Port of Kennewick for \$100,000. By that time, the 640 acres had been gradually whittled away, and by 2006 all that remained was 90 acres.

With a formal lease, the Rasches put new life into the dusty field overgrown with sagebrush, building the first hangar, running the FBO, and providing flight instruction. It was a community in itself. With thousands of Hanford workers new to the Tri-City area and with little recreational activities at the time,

many took up flying. It was a booming time for Vista Field.

After 1964, the responsibility as Fixed Base Operator was handed from the Rasches to Robert "Bob" Gilbride, then to Gil Mayfield, and in the 1980s, Ray Gilkerson and Sue Kelly took over. After Ray Gilkerson died in a plane crash, Sue Kelly manned the airport by herself until 1997 when Clif Dyer stepped in. Around 2005 Ben Tuttle filled the role of Fixed Base Operator until 2008. As pressure was placed on the airport to close, it became increasingly difficult to find someone to run the FBO. Jackson Aviation stepped up for a short-lived attempt and Dr. Michael Shannon submitted an offer, but by 2011, the Port was no longer offering support, and was in fact, discouraging business and activities from locating or taking place on the airfield.

As far back as 1977, a vote was submitted to the people of Kennewick to determine what should be done with the Vista Field property. An overwhelming 68% said keep the airport as an airport. It seems the airport was constantly on the defensive. Just as a pride of lions will surround and wear down a wildebeest until it can no longer fight, the airport was constantly under siege by those declaring it unsafe, unused, a nuisance, and not the best use of land.

In 2003, Vista Field narrowly missed being closed, but the airport users rallied and convinced the commissioners to keep it open. In 2006, once again the pressure mounted to close the airport, but the users rallied and in 2010, the commissioners voted to keep it open and promised it would remain an airport. Jubilant at the time, the airport users thought the fight was over. But in less than a year, moves were being made to plant doubt into the minds of the citizens as to Vista Field's value as an airport, and on April 17, 2013, the commissioners voted one more time-- only this time it was to close the airport.

As the closure date drew near, pilots housing their planes at Vista Field scrambled to find new quarters. Richland quickly built new hangars and welcomed the pilots and their planes with open arms. Some of the planes hangared at Vista were in various states of

air worthiness. Burt Goranson worked day and night in the unheated, dirt floor hangar to put his plane together in time to be able to fly it out before the deadline. Other pilots had planes out of annual or the pilots themselves were lacking currency. It was a struggle to meet the impending deadline.

On December 28th, the Saturday before the slated closure, a small group of pilots held a farewell party for Vista Field. The event brought out 70 of the local pilots. Due to the fog and low visibility, the many pilots from the West Side, Yakima, and Spokane who had responded to the invitation, were not able to attend. Those attending signed a framed picture of Vista Field taken by photographer David Wyatt, baked potatoes and chili were provided by Herb and Jennifer Brayton, Marjy Leggett created a PowerPoint presentation with pictures of Vista Field memories through the years, and Dr. Carl Cadwell hosted the event in his new laboratory building.

Special guests attending were the three children of Clifford and Nimmo Rasch, Clifton, Gretchen, and Ben, who operated the first FBO at Vista Field, along with Clif Dyer and Sue Kelly Dyer, who ran the FBO in the

1980s until 2005. A newspaper reporter and photographer were present to record the event.

Although referred to by some as a "wake", the get-together was a celebration of all that Vista Field has meant to the community. Many memories were shared and a few tears were shed as those present reminisced about their early days of flying at Vista Field.

Finally, the closing day arrived. The airport was to close at 5:00 p.m. on December 31st, 2013. After six days of fog, the heavens provided a final gift of a clear day to the pilots so they could make one last flight into Vista Field. Throughout the day, many pilots made their last chance landing. Most stopped, pulled up by the old FBO building and in the deserted silence paid their quiet respects to an airport that had meant so much. A bit of confusion occurred with the Port of Kennewick setting the closing hour at 5:00 p.m. but ATC announcing the airport was closing at 3:00 p.m., resulting in several pilots claiming to be the last one to fly out of Vista Field.

On January 2nd, the Port of Kennewick signaled Vista Field's death with giant yellow "X"s along the runway, declaring to all, that one more airport has been lost forever.

WFF Safety Seminar

The annual Pilots Safety Seminar is scheduled for Saturday, February 8, 2014. The seminar will be held at Big Bend Community College Flight Training Center, Building 3000, on Grant County International Airport in Moses Lake. The address for the building is: 7400 Andrews Street, Moses Lake, WA 98837.

The seminar is free. It is sponsored by the Washington Flying Farmers and BBCC. It is open to all pilots and anyone interested in flying. Bob Clarke and John Swedburg will be the instructors. Please bring a current Seattle sectional chart. Topics to be covered will include: Annual Proficiency Training, TFR's, Special Use Airspace, Changes to the AIM, Sport Pilot and Light Sport Aircraft, TSA and General Aviation, Runway Safety, FAA Pilot Proficiency Program and Cold Weather Operations along with the changes in aviation

which have taken place in the last year. The seminar will qualify flying farmer pilots for the ground school portion of the APT program. Pilots participating in the Wings Program will receive 3 credits for attending this seminar. Pilots will receive the email notification of the seminar and be able to register on-line, www.faasafety.gov for the event.

Registration begins at 9:30 a.m. at BBCC. Refreshments will be available. The seminar will begin at 10:00 a.m. and will go until 3:30 p.m. with a lunch break at noon until 1:00 p.m.

You may bring a sack lunch or eat downtown.

If you know of any pilots that might be interested, please invite them to attend.

For more information call Jerry or Nina Richardson at 509-765-9735 or e-mail jnrichardson@centurylink.net



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WPA CALENDAR OF EVENTS

February 2, 2016 (Tuesday)

6:00pm Arlington Chapter @ NASA Restaurant

February 3, 2016 (Wednesday)

9:00am North Sound Chapter

February 4, 2016 (Thursday)

Yakima Valley Chapter

 Free Admission www.museumofflight.org
February 5, 2016 (Friday)

6:30pm Paine Chapter

February 6, 2016 (Saturday)

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

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
February 10, 2016 (Wednesday)

9:00am North Sound Chapter

February 12, 2016 (Friday)

7:00pm Green River Chapter

February 13, 2016 (Saturday)

10:00am Harvey Field Chapter @ Snohomish Flying Service

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
February 17, 2016 (Wednesday)

9:00am North Sound Chapter

7:00pm Olympia Chapter Meeting @ Pearson Air

February 18, 2016 (Thursday)

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

Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

February 20, 2016 (Saturday)

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
February 24, 2016 (Wednesday)

9:00am North Sound Chapter

February 25, 2016 (Thursday)

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

February 27, 2016 (Saturday)

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
March 1, 2016 (Tuesday)

6:00pm Arlington Chapter @ NASA Restaurant

March 2, 2016 (Wednesday)

9:00am North Sound Chapter

March 3, 2016 (Thursday)

Yakima Valley Chapter

 Free Admission www.museumofflight.org
March 4, 2016 (Friday)

6:30pm Paine Chapter

March 5, 2016 (Saturday)

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

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
March 9, 2016 (Wednesday)

9:00am North Sound Chapter

March 12, 2016 (Saturday)

10:00am Harvey Field Chapter @ Snohomish Flying Service

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
March 16, 2016 (Wednesday)

9:00am North Sound Chapter

7:00pm Olympia Chapter Meeting @ Pearson Air

March 17, 2016 (Thursday)

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

Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

March 19, 2016 (Saturday)

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
March 23, 2016 (Wednesday)

9:00am North Sound Chapter

March 24, 2016 (Thursday)

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

March 26, 2016 (Saturday)

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
March 30, 2016 (Wednesday)

9:00am North Sound Chapter

This Bill would seem to Warrant the Support of WPA

AN ACT Relating to aeronautic safety; adding a new section to chapter 14.16 RCW; creating a new section; and prescribing penalties.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

NEW SECTION. Sec. 1. It is the intent of the legislature that pilots that engage in low flying activities, such as aerial applicators and search and rescue pilots, are provided with an as safe as possible flying environment. It is also the intent of the legislature to create a mechanism for alerting pilots of guyed towers that may be erected at short notice and may be otherwise difficult to see from the air, posing an air safety hazard.

NEW SECTION. Sec. 2. A new section is added to chapter 14.16 RCW to read as follows:

(1) Except as provided otherwise in this section, any temporary or permanent guyed tower twenty-five feet or more in height that is located outside the boundaries of an incorporated city or town on land that is primarily rural or undeveloped or used for agricultural purposes, or that is primarily desert, and where such guyed tower's appearance is not otherwise governed by state or federal law, rule, or regulation, must be lighted, marked, and painted or otherwise constructed to be visible in clear air during daylight hours from a distance of not less than two thousand feet. Guyed towers are required to be in accordance with the following:

(a) Guyed towers must be painted in seven equal alternating bands of aviation orange and white. The alternating bands must begin with orange at the top of the tower and end with orange at the base.

(b) Guyed towers must have a flashing light at the top of the tower. The light must be visible in clear air, with the naked eye, from a distance of two thousand feet when flashing. Such a light must also be visible with night vision goggles.

(c) The surface area under the footprint of the tower and six feet beyond the outer tower anchors must have a contrasting appearance with any surrounding vegetation.

(d) Two marker balls must be attached to and evenly spaced on each of the outside guy wires.

(e) Guyed towers must have a seven foot long safety sleeve at each anchor point and must extend from the anchor point along each guy wire attached to the anchor point.

(2) Any guyed tower that was erected prior to the effective date of this section must be marked as required by this section within one year of the effective date of this section. Any guyed tower that is erected on or after the effective date of this section must be marked as required by this section no later than twenty-four hours prior to the time it is erected.

(3) The definitions in this subsection apply throughout this section unless the context clearly requires otherwise.

(a) "Guyed tower" means a tower that is supported in whole or in part by guy wires and ground anchors or other means of support besides the superstructure of the tower itself, towers used for military purposes excepted.

(b) "Height" means the distance measured from the original grade at the base of the tower to the highest point of the tower.

(c) "Temporary or permanent guyed tower" means a guyed tower erected and standing for any period of time whatsoever.

(4) This section does not apply to power poles or structures owned and operated by an electric utility as defined in RCW 80.80.010 or any structure the primary purpose of which is to support telecommunications equipment, such as amateur radio services regulated by the federal communications commission.

(5) This section does not apply to guyed towers within fifty feet of a higher or equal height structure or vegetation.

(6) A person who violates a provision of this section is guilty of a misdemeanor.

Increased Airport Funding included in Governor's Proposed Transportation Budget

Good news for Washington airports: the Governor's proposed 2014 Supplemental Transportation Appropriation Bill includes an extra \$565,000 in fiscal year 2015 for the state's Airport Aid Grant Program.

The proposed increase comes after a previous legislative session approved an additional \$1.5 million in airport funding for the Washington State Department of Transportation's Airport Aid Grant Program. Combined with the approved \$1.5 million, the proposed \$565,000 increase would double the amount of state funding available for public-use airports to about \$4 million for the next two years.

WSDOT airport grants provide funding for improvement and preservation projects at the state's

134 public airports. Additional funding for the Airport Aid Grant Program would come from WSDOT's aeronautics account, which is funded through a fee on aviation fuel and a portion of state aircraft registration fees and excise taxes.

News of the proposed funding increase comes as WSDOT Aviation is in the midst of conducting an Airport Investment Study. The study examines current and forecasted state funding for airports, as well as anticipated airport needs for the next 20 years. Preliminary findings and research indicate a substantial difference between funding levels and statewide aviation infrastructure needs.

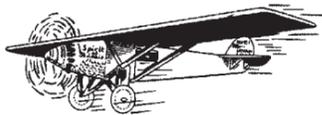
Pilots "Ramp Up" for Meeting at new WSDOT Aviation Office in Olympia

On Nov. 20, 2014, WSDOT welcomed the first "fly-in" guests to its new office at the Olympia Regional Airport. Guests, who were arriving for an Aviation Emergency Services meeting, flew into the airport and parked on what the Olympia tower now officially calls the "WSDOT Aviation Ramp."

"We know that it's efficient and convenient for pilots to fly to meetings," said WSDOT Aviation Director Tristan Atkins. "We look forward to the WSDOT Aviation Ramp serving more and more pilots throughout the years."

Thanks Tom Jensen (Washington Pilots Association), Dave Lehman (Civil Air Patrol) and James Furlong (CAP) for being the first pilots to use the WSDOT Aviation Ramp.

WSDOT Aviation's new office is located at 7702 Terminal Street, Tumwater, WA 98501; however, WSDOT's Arlington office will continue to handle aircraft registration renewals through Sept. 2014.



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