

# Wings

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Serving Washington Pilots Since 1960

February - March 2015

## President's Message...



Les Smith,  
WPA President

Welcome to a New Year. This old orb is on its way on another trip around the sun. Have you been up yet in the new year? I try to always fly on January 1. It serves as a message to myself to seize every opportunity to go and it just simply starts the year off right! So I joined the FATPNW (Facebook group – Flights Above the Pacific Northwest) and their fly in to eat at The Hub on Tacoma Narrows (TIW). 60-plus pilots and crew and 40-plus aircraft. As one participant told me, “this is what flying USED to be like!” Perhaps with dropping fuel prices, we’ll see more of what flying used to be like.

2014 was a good year for your Washington Pilots Association. We grew in membership. We participated in land use discussions with numerous local jurisdictions. Chapters across the state teamed with their airports for airport days, fly ins and all kinds of outreach events. In particular, the Spokane Chapter went all-in with their support of the Northwest AOPA Regional Fly In. In Olympia, we testified four times before legislative committees and attended each meeting of the newly formed Washington State Legislative Aviation Caucus. We joined AOPA in walking the halls of Olympia in support of the 2014 aircraft excise tax bill. We attended the annual meetings of Washington Airport Management Association and the Washington State Community Airport Association. We joined the Air National Guard in meetings for the Cascadia Subduction Zone Aviation Planning. We are invited to Puget Sound Regional Council’s soon-to-launch NextGen Airspace Optimization Study. We are participating in the Advisory Committee for WSDOT Aviation’s Airport

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## WA State Community Airports Association Keeps Legislators Informed

By Marian Heale

Community airports will be center stage as the Washington State Community Airports Association helps legislators and their staffs to better understand the funding shortfalls facing Washington’s airports. The February 9th “Airport Awareness Day” will take place at the John A. Cherberg Building, Rooms A, B and C, just across the frontage road from the capital building in Olympia from 9am to 4pm.

As in the past two years’ meetings dubbed, “Airport Funding Day” key WSCAA and Washington Airport Management Association (WAMA) personnel will meet legislators and their staffs as they arrive, and give them a quick but thorough overview of the importance of community airports. Areas such as medivac access, coordination of local business interests through business aviation travel, staging for firefighting equipment, emergency event staging and easy flow of information and equipment through air travel will be discussed. Legislators will then be given facts, figures and graphs pointing out the financial short-falls faced by these airports.

WSCAA and WAMA members pride themselves that in just 15 minutes, legislators will be advised of airports in each of their districts, the economic value of the airports, projections of costs to maintain the airports and the funding shortfall airports now face. They feel the event will increase understanding of all airports in Washington, but especially those that rely totally on state grant funds for major maintenance and capital

improvements. Many of these airports, which exist in all areas of Washington, are taken care of by volunteers who care about ensuring that their communities do not lose these facilities.

WSCAA was founded in 1996 by David Ketchum, longtime pilot and community

division is sponsoring the Washington State Airport Investment Study. It is now in its second phase to identify and analyze potential solutions to meet Washington’s aviation system needs. The study’s advisory committee recommended that the Washington State Department of Transportation initiate this second “Solutions Phase” after the first phase revealed funding gaps.

The first phase of the Airport Investment Study found that the state’s 134 public-use airports will need \$3.6 billion in projects during the next 20 years. WSDOT’s Airport Aid Program provides an average of \$1.1 million in state airport grants per year. During the 20-year study period the state grant program is forecasted to average \$1.4 million per year. WSDOT estimates an average of \$12 million per year is needed to meet the state’s portion of the overall \$3.6 billion in project needs.

The “Solutions Phase” kicked off with an advisory

committee meeting on May 28 at Boeing Field in Seattle. Rep. Gael Tarleton, representing the 36th District and Co-Chair of the Aviation Caucus, presented opening remarks that highlighted the important work of the advisory committee. WSDOT and consultant CH2M Hill presented the study and decision-making processes, and provided opportunities for feedback. The group also began initially brainstorming potential solutions.

The study is expected to conclude in April 2015.

To provide feedback on the Airport Investment Study, contact Nisha Marvel at [marveln@wsdot.wa.gov](mailto:marveln@wsdot.wa.gov).



Desert Aire Community and Airport, an Active Participant in WSCAA

airport advocate with the assistance of several acquaintances. He says the mission of WSCAA is to continually improve management of Washington’s community airports by increasing airport sponsor knowledge and promoting sponsor interest. The organization accomplishes this through annual conferences and through announcements on its website.

WSCAA and WAMA work closely with the Washington State Department of Transportation’s Aviation Division on identifying the needs of the state’s community airports, and in finding solutions to their funding short-falls.

In close coordination, the aviation

## Pilot Demand Exceeds Pilot Supply

By Jerry McDonald, Bremerton City Council District 3,  
Retired AF pilot, Retired American Airlines Pilot

There is a global shortage of Pilots. In the United States alone, major airlines are canceling flights and grounding planes due to a shortage of pilots. This is happening NOW. It is estimated that in the next 20 years the US will need over 85,700 new pilots; globally this could reach 498,000.\*

So the question is, what can we do in Bremerton about this pilot shortage? The answer to this “work in progress” question is we are working on it and hopefully by September 2015, Olympic College will have added/resumed a Flight Training program in their curriculum. Let me explain where we are, how we got this far and where we are going.

Several years ago, Olympic college had a pilot training program. However, for some reason this program was eliminated. About year ago, Olympic college was approached to re-start their flight program in light of the looming pilot shortage. They listened and we continued to do our homework to make that happen. In October

of last year, I discovered that the Central Kitsap School District (CKSD) had a STEM (Science, Technology, Engineering and Math) flight indoctrination program in 4 of their Middle School STEM training classes. The school district had applied for a \$2.5 million grant to purchase 30 computers. These included 26 student networked computers, 1 ATC computer, 3 larger sim computers and the instructor’s computer for each classroom loaded with Microsoft Flight programs. The three larger stationary simulators (two crew positions) have three screens for flight and crew training are used for crew training.



These classrooms were designed to look like an aircraft carrier briefing room.

Presently the CKSD have four middle schools with these briefing rooms. One of the middle schools, Klahowya Middle School is collocated with the Klahowya High School and this winter semester (winter 2015), the Klahowya High School is going to start a STEM pilot class.

## 2015-01 Wings Legislative Report

By Blake McKinley, Jr.

The legislature is now in session, it is early. This year’s session will be 105 days long, barring any special sessions. The state budget operates on a two year cycle. Consequently, the big focus this session is developing and passing the biennial budget. It is expected that over the next two years our state will see about \$3 billion more (an increase of over 8%) in tax revenues over the last two-year budget.

Last year, we made another attempt at encouraging the legislature to pass a bill (SB5430/ESB5430) which would have redirected the annual aviation excise tax dollars we pay when we register our aircraft with WSDOT-Aviation from the General Fund to WSDOT-Aviation. According to WSDOT-Aviation, state and local funding will be able to be leveraged to obtain significant federal funding: \$639,270 (state funding) + \$128,705 (local funding) + \$9,306,000 (federal funding) = \$10,468,705.

The concept of this bill is to create an easy and painless way to enhance public safety through aviation infrastructure improvements. Last year it was passed out of Ways and Means, then passed by the Senate Rules Committee, then passed by the Senate, and then it moved on to the House. On March 13, 2014 the House Finance Committee returned the bill to the Senate Rules Committee for a third reading. Last

(Continued on page 8)

Washington Pilots Association  
PMB 397, 227 Bellevue Way NE  
Bellevue, WA 98004-9721

**Desert Aire**

319 Airport Way Desert Aire, WA 99349



Desert Aire Airport is in Grant County, 3 miles SW of Mattawa. There are 9 single-engine aircraft based at the Airport. The latest available data indicate that the Airport had 600 annual operations. Runway 10-28, the airport's only runway, is 3,555 ft long, 36 ft wide, has an asphalt surface, and is equipped with medium intensity runway lights. Both runway ends have visual approaches, with vertical guidance to Runway 28 provided by precision approach slope indicators.

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

**AIRPORT CHARACTERISTICS**

Location	Service Classification	Approach
Legislative Dist: 13	Federal:	Airport Elevation: 586
Associated City: Mattawa	State: Rural Essential	Approach Category: A: < 91 knots
County: Grant		
Organizational Structure	Runway(s)	Type of Airport
Ownership Type: County Govt.	Number: 1	FAA: IsA
Owner: Desert Aire Owner's Association	Type(s): Asphalt	Description: Cessna 182

**AIRPORT ACTIVITY**

Activities	Based Aircraft		Cargo
	Based	Transient	
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet 0
Air Ambulance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Multi-Engine 1
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine 14
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 3
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane 0
Civil Air Patrol	<input type="checkbox"/>	<input type="checkbox"/>	<b>Total 18</b>
Cargo Activity	<input type="checkbox"/>	<input type="checkbox"/>	<b>Fixed Based Operators</b>
Flight Training	<input type="checkbox"/>	<input type="checkbox"/>	AIS Last Updated: 10/31/2009
Commercial Carrier Activity	<input type="checkbox"/>	<input type="checkbox"/>	No. of FBOs 0

**Comparison by State Classification Take Offs and Landings (Operations)**

Airport	Classification	
	Low	High
Based Aircraft	18	325
Operations	1,152	146,250

Year	Commercial Air Taxi	Commercial Air Carrier	General Itinerant	General Local
2010	0	0	1000	100
2009	0	0	1000	150
2008	0	0	1000	150

**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:	Grant
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:	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	1	0	1	94,000	0.00%
Labor Income	\$ 12,000	\$ 10,000	\$ 22,000	\$ 3,311,700,000	0.00%
Output	\$ 36,000	\$ 31,000	\$ 67,000	\$ 10,160,600,000	0.00%

**FISCAL IMPACTS**

**Estimated Taxes Paid to Each Jurisdiction Type**

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ -	\$ -	\$ -	\$ 1,100	\$ 1,100
Visitors	\$ 400	\$ 400	\$ 400	\$ 2,000	\$ 3,200
<b>Total</b>	\$ 400	\$ 400	\$ 400	\$ 3,100	\$ 4,300

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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# Desert Aire Airport

Desert Aire's Airport is a good example of a community airport which has been an active participant in the Washington State Community Airport Association. (See front page for further details on WSCAA).

Located in the southwest corner of Grant County within the township of Desert Aire, the airport was originally constructed in the 1970's so that project developers could fly in potential buyers from Seattle in their DC-3. Built on the banks of Priest Rapids Lake, an 8,000 acre reservoir on the Columbia River above Priest Rapids Dam, the airport was paved in 1995 by the then newly formed Grant County Airport District #1. The Desert Aire Owners Association owns the airport, but leases it to Grant County Airport District #1 as an essential public use facility. The airport is managed and maintained by unpaid volunteers, and is funded by grants and contributions.

There are about sixty private lots around the airport with direct access to the runway.

Currently over 20 house/hangar combinations are already in place at the airport with three currently under construction. There are plans, already funded, to build a new 60' X 3665" paved runway this summer to accommodate larger, faster aircraft.

Desert Aire boasts 300 days of sunshine a year and has an award winning 18-hole golf course which is open for play year-round. And, although much of the population of Desert Aire is summer only, the area gets very little if any snow.

The airport's annual fly-in, which is always on the Saturday before Father's Day, will be on June 20th. Organizers will be serving a pancake and egg breakfast with all of the trimmings from 7 am to 11 am. Static displays have not yet been confirmed, but there are usually military helicopters, an air ambulance, a vintage military fly-by, ultralights and the fly-in crowd. There will be a ribbon-cutting ceremony to celebrate the new 60' wide runway.

## President's Message

(Continued from page 1)

Investment Study. Most recently, we joined with like-minded aviation associations to meet and develop plans for an organization for the purpose of protecting and promoting general aviation interests in our state. Efforts to coalesce aviation groups have formed and failed in the past, tending to last only as long as impending threats were perceived. The Washington State Aviation Alliance (WSAA) is intended to formalize an organization for the long run. Please see the article elsewhere in these pages with the Mission Statement and a White Paper on this exciting new organization in Washington.

Building on our work with WAMA of the last two years with SB5430, a bill to reallocate aircraft excise taxes at 100% to the Aeronautics Fund, new companion bills are to be filed in 2015, once the new legislative session is underway. At that time they will be assigned bill numbers. The Senate bill is sponsored by Senator Steve Hobbs (44th District), who also sponsored last year's SB5430, and co-sponsored by Senator Curtis King (14th District), who chairs the Senate Transportation Committee. The House bill is sponsored by newly elected Rep Tom Dent (13th District), a WPA member who owns an aerial application company in Moses Lake. New this year is that the Association of Washington Business is adding its support for this legislation. Keep your powder dry and your pens sharp for when

we ask for your support in contacting your legislator on these bills.

Speaking of support in contacting your legislator, please read the piece elsewhere in these pages about Airport Awareness Day. We will be contacting members soon on ways they can help with this important outreach and advocacy event.

Later in February, we will participate in the Northwest Aviation Conference and Trade Show. Our booth will be in its familiar location near the Blue Lot entrance. On Saturday, February 21st at noon, we will conduct our Annual General Meeting. We'll hear about our accomplishments, our financials, recognize some deserving folks with awards, and elect a slate of state officers. Pay close attention to voting instructions elsewhere in this issue of WINGS and look for a mail in ballot. We have two candidates for the VP West position and you can read their statements in this issue. Remember to mail in your ballot according to the instructions. There will not be a voice vote at the meeting. All voting this year is by the mail in ballot. You can also find the ballot, instructions, and the candidates' statements on our web page. Hope to see you in Puyallup.

Watch the weather and go fly! There's nothing like getting above it all!

If any of the above triggers a thought or a comment that you would like to share, please drop me a message at president@wpaflys.org.

### Avian Aeronautics, Inc. Named NW Regional Distributor for Engine Component International (ECi)

Congratulations to the Avian team. As of January 13, 2015 Avian Aeronautics, Inc. has been officially appointed a distributor for Engine Component International (ECi) covering the northwest region. Avian's full service engine shop is located at the Bremerton National Airport (KPWT) and is now among only nine other distributors in the USA, the closest ones being in California and Ohio. This means that Avian will be able to market ECi products such as Titan cylinders and other engine parts at a more competitive price.

For more information contact Pat Heseltine at 800-734-7474 avianinc@oz.net

### Washington Pilots Association

**Executive Committee & Officers**

President: Les Smith	425 493 0451
Past President: Dave Lucke	509 326 2599
VP West: Steve Waterman	425 478 4292
VP East: Darold Shultz	509 999 5835
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Safety & Education: Ken Davies	360 202 0836
Legislative: Blake McKinley	509 924 0070
Dir at Large: Jim Posner	360 626 4421
Communications: Marian Heale	509 624 1092

**WPA Website:**

<http://www.wpaflys.org>

**WASHINGTON PILOTS ASSOCIATION**



**WPA Wings**

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Bellevue, WA 98004-9721

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The WPA reserves the right to edit all letters and to refuse inappropriate advertising. Opinions expressed in WPA Wings, including those in letters to the editor and advertisements, are the opinions of the writers and do not necessarily reflect those of the WPA.

Information included in this publication is intended for entertainment and/or educational purposes only. The reader must not rely on the information contained herein to relieve him/her of the responsibility to comply with Federal Aviation Regulations and instructions. The reader is solely responsible for his/her own safety and in no case shall the publisher, staff, any officer or member of the Washington Pilots Association be held responsible for any use or lack thereof, that readers may or may not choose to make of the information contained herein.

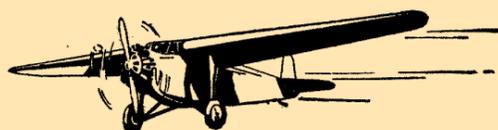
**Be smart, and please fly safely.**

## 2015 WPA Membership - Happy New Year

Many have change-of-year tasks to complete. If you have not already done so, please consider including renewal of your Washington Pilots Association membership for 2015 on your to do list. Our organization exists for you!

Renewing is easy, simply go to [www.wpaflys.org](http://www.wpaflys.org) where on the right side in red click on "Join or Renew Online Today". Questions or problems, just let me know.

Frank E. Hummel  
WPA Membership Director  
Frankh909@gmail.com  
(206) 499-9384



# Pilot Demand Exceeds Pilot Supply

Originally, my first thought was that starting the classes at the junior high school level was too soon, but as I thought about this idea I realized that this really was a good idea...and here's why. If these budding young pilots really catch the "Aviation Bug," they would be less apt to be involved with drugs or alcohol. What great motivator for these kids, the school and their families.

The next step in this high school program would be to incorporate their flight program ground school flight classes, etc. into a Running Start program with Olympic College. This would feed the Olympic College program and add to the success of this aviation program supplying students into the aviation program.

Another key component to the Bremerton flight training location is our members of the United States Military. Many of these individuals have their GI Benefits. If they want to learn to fly using these GI Benefits, they must be enrolled in either a 2 or 4 year institution to be able to use their benefits to get their Private Pilot's license paid for. Otherwise, they pay for their Private License and the GI Benefits will pay for the Commercial and Instrument Licenses.

Now let's get back to the Olympic College program. On November 13th, we assembled a well-represented Community Group which included:

- Olympic college staff: Terry Reddick, Amy Hatfield
- Green River Community College: Josh Clearman
- City of Bremerton: Mayor Patty Lent, John Powers, Councilman Jerry McDonald
- Avian Flight Center: Pat Heseltine, Doug Hanson, Doug O'Donnell, Dr. Johnny Summers
- Bremerton Pilot's Association: Jim Posner
- Pilots/Instructors: Nick Frisch, Shawn Pratt
- Site Director, Navy Base Kitsap: Gil Williams
- Representative Derik Kilmer's staff member: Rohan Shrikhande

*(Continued from page 1)*

Central Kitsap School District Staff: Doug Dowel, Franklyn MacKenzie

Port of Bremerton: Jim Rothlin, Fred Salsbury

Kitsap Aerospace Development Alliance: John Powers, Gil Williams

We met at Bremerton National Airport and discussed the possibilities of putting this program together. Part of our discussion included the concept of jointly combining the existing Green River Community College program with the proposed Olympic College program. Our next step was to visit Green River College, talk to their staff and observe their program and we did this December 4th. Many questions were asked and the answers were insightful.

On January 13th, Josh Clearman, Terry Reddick and I had a teleconference to discuss how we might integrate the two programs. As of this date, both colleges are doing due diligence and studying how the Olympic College program could be developed. It certainly looks like these programs could work together. When the integration details are worked out, we will reassemble our Community Group, review this plan and ask for input. Once this is done, the programs will be presented to each of the college's administration...and hopefully for approval. If we do get this approval, we will work extremely hard to start this flight training program at Olympic College by fall, 2015.

The flight training portion of this program will be at the Avian Flight Center at the Bremerton National Airport...and they do have a flight training program already in place. Doug Hanson, Avian's chief pilot, used to teach at Green River Community College, so he understands how the Green River Program works. This should make the transition much easier.

This article will have to be continued. We are "planning" to start Fall Quarter 2015.

\*Coast Flight...Dec. 12, 2014



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# WPA Responds to the NPRM on Non-Aeronautical Use of Airport Hangars

At the most recent State Board meeting of January 17th, the question arose of whether WPA developed and submitted a response to the NPRM on Non-aeronautical use of Airport Hangars. Here follows a letter written and submitted by yours truly on behalf of the WPA State

Board. It can also be viewed online as part of the online Docket at: <http://www.regulations.gov/v#!documentDetail;D=FAA-2014-0463-2328>

Les Smith  
State President  
Washington Pilots Association

**RE: DOCKET NUMBER FAA-2014-0463 POLICY ON THE NON-AERONAUTICAL USE OF AIRPORT HANGARS**

Mr. Fiertz;

The Washington Pilots Association (WPA) is an all-volunteer organization of over 1,000 pilots statewide in 20 chapters. Since 1960, our mission has been to advance the interests of General Aviation in Washington State through advocacy, outreach, education and social activities.

Please accept the following comments on behalf of the Washington Pilots Association Board of Directors regarding hangar utilization on airports receiving federal funding.

WPA appreciates the intent of the FAA to provide a policy that gives guidance in an area that has been the subject of misunderstanding and in some cases abuse, both on the part of airports and their tenants.

The Association believes that a hangar on a federally funded airport is for aeronautical use, and we concur that without the appropriate approval, a hangar that is entirely used for non-aeronautical purposes is not the proper use of airport land. WPA is asking the FAA to consider all phases of construction of an aircraft to be an aeronautical use. There are few ways to more fully embrace aviation than to build your own aircraft and to fly it. WPA acknowledges respects and supports our members who respond to that challenge. Further, amateur-built aircraft are the birthplace of innovation in our industry, the first composite aircraft and the first that improves safety and efficacy of flight. Out of this source of innovation comes much that improves safety and efficacy of flight. If aviation is to thrive, this environment of innovation must be supported and encouraged.

From the time that a builder tapes a drawing of their goal on the wall, until the

time they taxi away from the hangar in a completed aircraft, they are producing effort that is engaged in aeronautical use. Further, the support and education of the builder is best served by the proximity and access of other builders and mechanics that are gathered on an airport. This critical mass of expertise is one of the best assurances of a safe, successful outcome.

WPA is aware of the pride that a tenant takes, whether owning or leasing, in their hangar, and in turn, their airport. Our members consider the hangar worthy of the effort to make a safe and comfortable place – both to store, maintain or build an aircraft and to flight plan or even share their flying experiences with other pilots. The hangar is where a pilot's most deeply rooted personal ownership is invested in the airspace system. With this in mind, WPA suggests modification of the current proposed rule to recognize that any hangar that is configured to allow simple straight-forward insertion and removal of their aircraft to be the criteria for determining aeronautical use. Various ancillary functions, including flight planning, maintenance of records, or even hangar-flying all encourage and support a more robust general aviation environment and in turn support our country's aviation and airport infrastructure.

WPA sees that an increasing share of its membership is involved with hangars that are privately owned and built via land lease from an obligated airport. This is especially true as revenue-generating projects fall more and more to funding by airports rather than federally funded via the Airport Improvement Program (AIP). Airports, therefore, turn to private individuals and companies to build hangars for their own use. Once built, these owners view these hangars as their personal property and may use them with a broader mix of aeronautical and non-aeronautical use. We agree with our members' perspective and encourage the rulemaking accommodate this.

WPA further encourages revision of the proposed rules to include and recognize as aeronautical usage for those hangars associated with ballooning, seaplanes, ski-planes, ultralights, gliders and sky diving. All of these are recognized aspects of aviation and should be specifically mentioned in the proposed rule as aeronautical use regardless of the presence of an airplane.

Sincerely,

Washington Pilots Association Board of Directors

# WPA Chapters Around the State

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

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

**ARLINGTON** - The Arlington Chapter meets the first Wednesday of each month at the Buzz Inn Restaurant at 5200 172nd St NE in Arlington (at the south end of the Arlington Airport). A no host dinner is at 6pm and the meeting starts at 7pm. **For more information contact Michael Tally, 425-359-0133.**

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

**CLALLAM COUNTY** - The Clallam County chapter meets on the third Thursday of the month at Rite Bros (FBO) at Port Angeles Fairchild International Airport (CLM). Meetings begin at 7:00 pm, and all are welcome. **For more info on the Clallam County chapter, contact Jerry Nichols, oldnick@olympen.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 February, April, June, August, October and December for dinner and an aviation program. **For meeting information and other chapter activities, including group fly-outs, WINGS programs and other special events please visit [http://www.wpaflys.org/Chapters/GreenRiver/EnRoute\\_Monthly\\_Editions/current.pdf](http://www.wpaflys.org/Chapters/GreenRiver/EnRoute_Monthly_Editions/current.pdf) or send an email to the Chapter President Jim Flynn at [JKRV6A2@skynetbb.com](mailto:JKRV6A2@skynetbb.com) or call 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](mailto: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](http://www.wpaflys.org/chapters/paine) or send email to [paine-president@wpaflys.org](mailto: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: 4<sup>th</sup> 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 Darcy's at the old University Mall at University and Sprague 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 Charlie Cleanthous, [ccleanthous@comcast.net](mailto:ccleanthous@comcast.net) or call 509-496-9109.**

**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](mailto: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](mailto:fwinge@techline.com), 360-289-4186.**

**WENATCHEE** - Don Flick, [donafllick@nwi.net](mailto: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](mailto:cindyfahsholtz@yvmh.org).**

## Washington Pilots Association joins a New State Aviation Alliance

By Les Smith, State President

WPA has joined forces with a small group of representatives from several aviation organizations to meet and develop plans for an organization for the purpose of protecting and promoting general aviation interests in our state. The **Washington State Aviation Alliance (WSAA)** Bylaws and White Paper were recently finalized and the incorporation process – non-profit 501(c)(6) – is now underway.

Past coalitions or alliances have been formed on an often informal basis to meet challenges to general aviation. Rather than wait for such challenges to arrive and to then "circle the wagons", this Alliance is formed to provide a formal and on-going basis to such circumstances.

Since October 2014, the WSAA Steering Committee met five times to draft, review and finalize the Alliance's Bylaws and White Paper. The Steering Committee consisted of the following members:

- Kandace Harvey, Washington Airport Management Association
- David Ketchum, Washington State Community Airports Association
- Les Smith, Washington Pilots Association
- Dave Ulane, Aircraft Owners and Pilots Association
- Tristan Atkins, Washington State Department of Transportation

The Steering Committee also recently elected a Board of Directors:

- President: Kandace Harvey, Washington Airport Management Association
- Vice President: Les Smith, Washington Pilots Association
- Treasurer: David Ketchum, Washington State Community Airports Association
- Secretary: Tristan Atkins, Washington State Department of Transportation

Please read the following White Paper for further explanation of the purpose and intent of the Alliance.

### Washington State Aviation Alliance (WSAA)

WSDOT Aviation Division serves in partnership with the Washington State Aviation Alliance Steering Committee

#### Washington State Aviation Alliance (WSAA) White Paper

Aviation in Washington state contributes significantly to its economy, transportation system and quality of life. Airports, pilot and aircraft organizations and various different user groups have extensive interests in aviation including general aviation, commercial aviation, aerospace, aircraft manufacturing and aviation safety. The statewide aviation system is crucial to its emergency and disaster response efforts and enables a steady flow of commerce and tourism to many of its communities. In 2012, the Washington State Department of Transportation's (WSDOT) [Aviation Economic Impact Study](#) revealed that airports support 248,500 jobs, and generate nearly \$51 billion in economic output.<sup>1</sup>

There is little question that the general aviation industry is facing serious challenges in today's economic climate, a situation that may become worse depending on actions taken to balance budgets and reduce spending. Many proposed actions could result in further adverse impacts to an already depressed industry. While we in the industry recognize the importance of general aviation to the transportation system and its value to local and national economies, many do not have that information or share our view – which makes it important that we find ways to protect the industry and, where possible, promote its growth.

A number of organizations have been created nationally to address these issues. And there is recognition of a need for those of us in Washington's aviation community to join forces in a similar way in an effort to protect and promote general aviation interests in the state. For this reason a small group of representatives from several aviation organizations met and developed plans for an organization that will serve that purpose.

This organization will be titled the Washington State Aviation Alliance (WSAA) and will be created as a 501(c)(6) nonprofit corporation. Purposes as stated in the adopted bylaws are:

- To advocate for aviation in the state and bring together members of various aviation associations to represent a collective voice for common goals.
- To promote airports as vital to our state's economy and transportation system.
- To encourage aviation education and training opportunities throughout the state to foster new generations of skilled workers for aviation jobs.
- To advocate for airport issues that are important to the state, region and communities they serve.
- To support aviation initiatives that bolster the state's economy and transportation system.
- To communicate with decision makers about the importance of aviation.
- To propose initiatives and legislation that address aviation issues and promote the health of aviation in the state.
- To enable the exchange of ideas, information and experience between various aviation user groups.
- To provide outreach to user groups and the public about relevant aviation issues and initiatives.



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# Important Election Information (please read carefully)

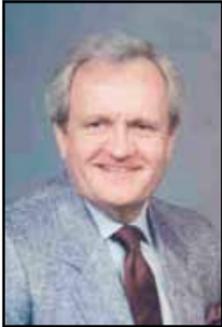
On Saturday February 21st during our Annual General Membership Meeting in Puyallup we will hear election results of state officers. This year we have two candidates for the position of VP West so there will be an election by ballot. Voting this year is by mail ballot **ONLY**. For your vote to count, it must be received no later than Wednesday February 18th. Only eligible members (paid current as of 2015) may vote. You must have your 2015 dues paid up in order to be counted. You will notice that both VP West candidates are also running for Director at Large. Simply vote for your choice for VP and

the other for Director at Large. The ballot is included with the February/March WINGS and is also available on our state website [www.wpaflys.org](http://www.wpaflys.org) for download. Either form will only be valid with your name, chapter, phone number and signature so that we can confirm current membership status. As per the bylaws all ballots will be destroyed after the count is verified. Hope to see you in Puyallup. Your WPA State Board

## My Goals as Vice President – West

An introduction to candidate Jim Posner

Hi! I would be honored to serve as the next Vice President – West. My experience in the Washington Pilots Association as Director at Large\* has given me an opportunity to get acquainted with our organization, its goals and successes under this and previous leadership and contribute to our many achievements. We are an effective voice carrying out our main mission as advocates for general aviation in our state. However, I think we can do much more. But, to do so, we must grow substantially. There are many pilots in the western Washington area who are not members. Plus, we have several chapters that are “struggling.” This situation needs attention. I have the time and commitment to help improve it.



To achieve this objective, the four legs that support our raison d’êtres – advocacy, education, social and outreach—each have to be actively promoted at the chapter level. These efforts need to be well-funded and managed by skilled and committed people. The results must be well documented so that we can show a track record of clear and meaningful successes in each area. People like to be associated with winners, not losers or even mediocre organizations. It also has to be “cool” to be a member.

Our chapter structure is fundamental to our association. However, if we only have a few healthy chapters, we can’t be as effective as we can be. I would like to see us create a modified structure that I call an “atomic” format; current strong chapters forming the nuclei in their area, inviting and incorporating struggling chapters and pilots from other,

### Priorities –

- ◆ Growth to Support Advocacy Mission
- ◆ Strengthening Chapters
- ◆ Expanding the Scholarship Program
- ◆ Promoting Educational Events
- ◆ Helping to Improve Airports’ Image
- ◆ Organizing Fun, Flying-Oriented Events

neighboring, satellite airports, strengthening and growing them until they gain their own critical mass. Attracting and retaining members is all about answering the question: “What’s in it for me (WII-FM)?” The answer can’t just be that we need the numbers to be an effective advocate. There also has to be clear, tangible and quantifiable value to being a member in the other three areas.

From a track record perspective, as president of the Bremerton Pilots Association (Bremerton Chapter) for the past few years, our membership has grown from 26 to 90. This growth is achieved by persuasively answering the WII-FM question and diligently creating ways to deliver value. Our scholarship program subsidized seven new pilots last year with several others going for their checkride

soon. We have put on educational workshops to help our members understand the processes and procedures to fly between the U.S. and Canada as well as how to effectively use new technology such as the iPad and electronic flight bag apps. In February, we’re hosting a four-hour, two part seminar about airframe icing and strategies to fly safely when it’s a potential factor. We get a lot of confirmation from our members that they appreciate our efforts.

As VP – West I will have the mandate to build on these successes, for the benefit of other chapters and airports on the west side of the Cascades. During my term, I can experiment with the “atomic” approach and determine if the concept is workable and if it is scalable to the statewide level.

As president and organizer of the Youth Aviation Scholarship Foundation, recently created under the Washington Pilots Association corporate structure with the important 501(c)(3) IRS status, I intend to expand our scholarship programs. It’s critically important that we nurture and assist the next generation of pilots so that general aviation stays healthy. Subsidizing qualified young adults’ expensive training is a clear win-win undertaking.

From the social perspective, being a member must have a lot of “fun” factor to it. Helping promote and organize flying events (fly-ins, fly-outs and parties) boosts everyone’s excitement levels and motivates us all to fly. Now that aviation fuel is getting more reasonable, that goal should be easier to attain and more successful.

If I’m selected to serve as the Vice President – West, I will commit the time needed to effectively address these priorities and support our president’s overall goals and vision.

Thank you!  
 Jim Posner  
 President - Bremerton Pilots Association, a chapter of the Washington Pilots Association  
 Director at Large - Washington Pilots Association  
 President – Youth Aviation Scholarship Foundation  
 \*\*\*\*\*

\* Director at Large is essentially a position that affords our president a resource for one-off projects that don’t fit neatly into the other board/officer positions’ responsibility.

## Membership and Upcoming WPA State Board Elections

By Frank E. Hummel, Membership Director and 2015 VP West Candidate

Greetings,

Let me say right from the start that I am writing to you today not only as WPA Membership Director, but also as a candidate for the 2015 VP West position.

Although I have occasionally contributed to our Washington Pilots Association WINGS publication on a variety of other topics over the years, most often my published WINGS messages are reminders to consider renewing your WPA membership. This message is that again, if you have not already done so please consider going to [www.wpaflys.org](http://www.wpaflys.org) to join, or renew your membership. But this time, there is more for you to consider.



During the annual state WPA general meeting held in Puyallup at the Northwest Aviation Conference, candidates for open board positions up for election are presented to those attending.

Well before the February general meeting the WPA leadership team seeks out qualified candidates for board positions and determines if they would be willing to accept a nomination. Those that agree then become part of a slate of candidates members vote to accept or reject. Now here is the relevant part, most of the time there is only one candidate for any of the open positions. At times it is considerable work on the part of your leadership team to find and recruit candidates. After all, we are an all-volunteer organization driven by a shared interest and passion for aviation. Candidates and board members have responsibilities and lives outside of WPA and aviation; families, jobs, chores, and other interests. No one gets paid here, we all participate in our own way because we choose to.

This is where it gets interesting for 2015. Late last year a call went out seeking candidates for open board positions to continue supporting our WPA organization. For the first time in a long time two individuals,

independently and unbeknownst to the other, expressed an interest in the VP West position. Mr. Jim Posner / Bremerton Chapter and myself, Frank Hummel / Paine Field Chapter. As a result an election will take place for the entire slate of candidates which includes a vote for Mr. Posner or myself for the VP West position. Details on how to vote regardless of attending the annual general meeting in Puyallup during the Northwest Aviation Conference on Saturday February 21st, 2015 appears elsewhere in this edition of WINGS.

I know Jim Posner and can say without reservation, you have two candidates for the position of VP West before you that are passionate, active and involved, care about our members, and are committed to the wellbeing of our Washington Pilots Association.

As for me, I am a member of the Paine Field Chapter and its membership director as well as the WPA State membership director. Over the past few years my aviation involvement has included; Paine Field Aviation Day Volunteer Coordinator, Cessnas 2 Oshkosh Northwest formation flying clinic lead, Challenge Air volunteer pilot, 2014-2016 Washington State Aviation System Plan Update Committee member, pilot and aircraft owner partner. Professionally for 30 years or so I have worked in avionics product development with about half of that time in different management roles.

My views are simple, take care of the membership and their priorities, and the organization will take care itself.

Regardless of who wins this election, I will be happy with your selection. Please vote. And oh, if you haven’t already, please join or renew your membership.

Sincerely,  
 Frank E. Hummel  
 WPA Membership Director  
 2015 VP West Candidate

### JOIN WPA

WPA is working to advance the interests of general aviation in Washington State.

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Much has been said lately in the aviation press about the value of flying clubs, partnerships, etc. There is also a concern about an aging demographic and the need to encourage the next generation in participating in GA. The following article is dead on with both counts. I'm encouraged by Evan and Dan's endeavour and offer them as an example that we should all share and cultivate. - Les Smith

## WA Cessna 150 Club

*Evan Seitz, President Of The Washington State Cessna 150 Club*

Hello WPA members! Welcome to the Washington State Cessna 150 Club!

My name is Evan Seitz, president of the WA Cessna 150 Club. I am currently in college, am 19 years old, have my private ASEL and ASES, and am currently working on my IFR Rating. I started flying when I was 15 1/2, soloed at 16, and received my golden ticket at 17.

Ever since I was 5, I have had a love for flying. My parents told me a story one time of when I was playing baseball. I was on 1<sup>st</sup> base; and it was time for me to run to 2<sup>nd</sup>, but instead



of running, my head was pointed up at the sky, watching a plane flying over the field. From that point, I knew I wanted to fly for my career. But, becoming a pilot with airline credentials, is very expensive! 4 years of flight school cost almost 200,000 dollars (with a college degree); and there was no way my parents or I could afford that. My dad's friend, who is an Alaska Airline's captain, recommended that I purchase my own airplane, possibly a Cessna 150. So my dad and I looked into this in further depth and decided that this was the best way to get a shot at working with the airlines (most economical way to build time for the airlines). After months and months of searching, I found an awesome deal on a 1966 Cessna 150G with full IFR equipment and a low time engine! So my dad and I jumped on a Horizon Q400 Dash 8 to Fresno California for a closer look. When we got there, the plane was exactly as we thought, but the owner had a hard time letting it go, with all the money he had invested in it. A month after we examined it we were able to come up with the funds to buy, so we pulled the trigger and the plane was ours! At the time when we bought it, we knew nothing about buying an airplane. We didn't even do a pre buy! (lack of knowledge). But the ferry pilot safely flew the plane back to Everett 's Paine Field later that month.

This is when the learning started, both as an aircraft owner and as a student pilot.

Thanks to Richard Newman, from Chinook Flight, I was able to get to where I am today. Thanks Richard! Over time, I have learned a lot about owning and maintaining my Cessna 150. Even though this experience has not been easy, this little plane has taught me so many valuable lessons that I could not have gotten otherwise. In fact, since I have learned so much, I have decided to start a Cessna 150 Club in Washington State. Along with my friend, Dan King, who is also a new C150 heavy owner and driver! Our goal for the WA State Cessna 150 Club is to offer a community for owners, buyers, pilots, and students for Cessna 150s. Our club is structured around its members. We are here to promote aviation to the youth, broadcast the possibility for affordable flying, rebuild General Aviation, and to provide Cessna 150 information to our members! Cessna 150s burn around 5 gallons an hour. Now, if you burn Mo Gas (Ethanol Free car gas), you are looking at \$2.59 a gallon (current price). That's \$13 an hr. of fuel burn! When you do the math, you can see why Cessna 150s are such a great plane for training and getting yourself a tasty burger at Jeffco (If you have not been to Jeffco, you



have got to go!). As president of the club, I am looking forward to taking this club to the next level and expanding so that we can help others that need a place to start flight training, mechanical troubleshooting, affordable flying, community service, creative projects, and more!

Please take a look at our awesome website, anyone that has a love and passion for flying will enjoy it! Tell us what you think!

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## Bremerton Chapter Hosts Icing Seminar

*Jim Posner, President - Bremerton Pilots Association, a chapter of the Washington Pilots Association*

A four-hour, two-part seminar on airframe icing will be conducted on February 7th and February 28th at the Bremerton National Airport starting at 0900 and ending at 1100 each session.

Mr. James Vasilj will be the presenter. Mr. Vasilj's credentials are:

Jim Vasilj is the acting Meteorologist in Charge at the Seattle Center Weather Service Unit (CWSU), located at the FAA Seattle Air Route Traffic Control Center (ARTCC) in Auburn, WA. He has been a meteorologist there for five years. Before that he was a meteorologist for six years at the New Orleans/Baton Rouge National Weather Service forecast office as both a general and lead forecaster. And prior to joining the National Weather Service, Jim was a meteorologist for American Airlines in Fort Worth, Texas, for seven years.

Jim attained his undergraduate degrees in Meteorology and Mathematics at Saint Louis University, in St Louis, Missouri, and a Master of Science in Atmospheric Science at Purdue University in West Lafayette, Indiana. He frequently has helped with writing computer programs and developing web pages along the way. Many of the local mapping elements of the Seattle CWSU web

pages were designed by Jim.

The first session will cover icing theory to give us all a refresher on the subject and bring us up date on the latest information.

The second session will focus on the practical application of that theory in flight activities. Go-no-go decision making, tools available and how to use them for intel and forecast gathering, "Plan B" development, in-flight decision-making, escape tips and other practical knowledge.

This seminar is NOT just for IFR pilots. VFR pilots should know how to conduct similar planning and make go-no-go decisions before their flights.

The seminar will be held in the Port of Bremerton conference room located in the main terminal at the airport. There is ample free parking both for cars and aircraft right outside the room (cars in the lot west of the room, aircraft on the ramp east of the room).

Light refreshments will be served and there is no cost.

WINGS credit will be available for this seminar.

Please let me know if you are planning to attend. We will send out copies of the slides ahead of the sessions for review. Also, we need to have a head-count for the goodies!

## Another Year Is Upon Us

Ken Davies

Here is hoping your holidays were joyful! Well, another new year is upon us in aviation. The gas prices dropping rapidly over the past few months has also had an effect on aviation fuel as well, Chehalis is now seeing \$3.77 at the pump and Paine Field and Arlington both are seeing \$4.97. Let us hope this will see more pilots take to the sky and get some flying done. Many pilots out there at this stage have probably not flown for a while and are rusty. Well AOPA is now putting on a "Rusty Pilot" seminar at many airport throughout the country. This seminar is free of charge and for the pilot who has been out of the cockpit from one year to several years. Taking the seminar will count for the one hour of ground required for a flight review. Cascade Aviation is hosting a seminar on February 28th at the Skagit Airport (KBVS). Registration can be made through the AOPA website. The Northwest Aviation Conference and Trade Show is fast approaching; being held February 21 & 22 at the Washington State Fairgrounds in Puyallup. This expo has schedule over 75 hours of educational and entertaining seminars from mountain flying to weather and even advanced iPad flying. I have been to many of these expos and have found each of them very worthwhile.

On another note, the FAA recently granted Advanced Aviation Solutions in Spokane a permit to fly drones to monitor crops. The FAA had said they had hoped to propose regulations to permit general commercial use of small drones by the end of 2014, but that deadline has slipped. Keep your eyes peeled if flying around Spokane. Another weird event that happened recently near Marysville is a pilot flying a Cessna 152 reported a flare was shot into the air near there aircraft. They had just left the Arlington airport heading south and were climbing through 3500 feet AGL. The flare appeared to reach about 1500 feet AGL.

Last year we had 34 aircraft accident/incidents throughout the state with 5 fatalities. Most all of these could have been prevented. I personally talked to nine of the pilots involved and the lessons learned are nothing we have not heard before; get-home-itis as you have visitors flying with you, fly the aircraft to the tie-down spot, checking out a new aircraft and thinking the gear was truly down when in fact it was not. Let's strive to have a safer year of flying this year. If you're rusty get with a CFI or sign up for the Rusty Pilot seminar. I hope to see you in the air soon.

Fly Safe!

## Take flight: Charlie McAllister and Yakima's pioneering pilots

Elly Bailey - reprinted from the Yakima Herald

If a man's wealth is measured by the number of friends he has, then former Yakima resident Charlie McAllister was a wealthy man indeed.

The pioneering Northwest pilot was a fixture in Yakima for decades, and his legacy lives on in not only the name of Yakima's airport but the nearby flight museum: The McAllister Museum of Aviation. And if museum volunteers have their way, they'll be bringing a big piece of Charlie's history back home soon.

There are a lot of stories about Charlie, who ran a flying school in Yakima for seven decades. He learned to fly as a young man, at a time when flight was still a daredevil's game. Pilots back in Charlie's day had to be skilled at everything from manually spinning the propeller (i.e., "jump-starting" a plane) to surviving so-called "deadstick" emergency landings in open fields.

Charlie and his brother, Alister, sons of an itinerant blacksmith, became interested in flying after seeing a magazine advertisement touting plans for a glider while growing up in Wasco, Oregon. They ordered the plans, and built their first glider when Charlie was a teenager. According to newspaper accounts written about the McAllister brothers, their original glider "never went more than 100 feet or above 4 feet off the ground," but young Charlie was hooked for life. The brothers then bought and restored their first airplane, a Standard J1, in 1926. They took 15 hours of flying lessons in Portland from Tex Rankin, the owner of Tex Rankin's Flying Circus, and, armed with that training, they flew their Standard to Yakima to start their own flight school. (The brothers would later receive official pilot's licenses in 1927 after a flight test in Yakima — licenses that were signed by Orville Wright, who was then the chairman of the National Aeronautic Association.)

The McAllisters cleared sagebrush south of Yakima in a field known as "Goodman's Pasture," which eventually became the Yakima Airport (old pictures show airplanes landing in the field next to cows — gravel runways weren't installed until 1932). Charlie traded flying lessons for some framing lumber, which he used to build a hangar on the property in 1928. Alister and Charlie both worked at the flying service as well as Western Airlines part time as pilots and instructors to make ends meet. "Charlie did most of the instructing and Alister was the mechanic and maintenance man," museum volunteer Warren Robbins said.

Alister left the brothers' business for a while to farm in Toppenish, but after his wife died in 1956 he returned to the business and worked there until his death in 1966. The old hangar building, which has been turned into the flight museum, has been listed on the Washington Historic Register since 1998.

The young pilot with the dapper mustache remained fascinated with gliders (according to the National Soaring Society, Charlie was the first person to fly a glider in Washington State in 1930 — in a Cessna CG-2 Primary). In 1932, Charlie launched an ambitious project to build himself a sailplane. Based on German designs

he'd seen in a 1929 National Geographic article, he drew up the plans himself (with a little help from a friend, an engineer at Boeing, who suggested testing the wings with weights prior to its maiden flight). Charlie used Sitka spruce, plywood and "doped" cotton to construct the 352-pound glider, which featured a tapered fuselage (reportedly shaped so Charlie could see better).

Christened the Yakima Clipper, the glider (and Charlie) were launched in 1933 on a windy day in June near Badger Pocket in Ellensburg. Launching required hands-on help in the 60 mph gusts and the use of a giant rubber band called a "shock cord." Charlie had arranged for an aviation official to witness the record-breaking attempt. As the story

goes, the Seattle-based official was late getting to the site after being involved in a severe automobile accident on Snoqualmie Pass that killed his passenger — a stroke of fate that may have cost Charlie the record, since his crew was forced to wait until midafternoon to launch. The Clipper had to land when the winds died down after dark, but Charlie still managed to set a Northwest soaring record of nine hours. Charlie

himself admitted the Clipper was difficult to control, and perhaps as a result of that, he was the only one to ever fly the glider, which is now housed in the Seattle Museum of Flight.

But volunteers want to bring the Clipper back home. The McAllister Museum is planning the addition of a new hangar this year that will be big enough to house the historic sailplane. Thanks to a grant from the Washington State Department of Commerce (as well as donations from museum friends), the new hangar will be shared with the Civil Air Patrol and will give the museum more space for other displays. "We're probably the only aviation museum around that doesn't actually have a plane in our museum," Robbins jokes, noting that the museum will utilize the extra room for more displays.

Many of the historic items the museum has on display were acquired thanks to the close ties the McAllister Flying Service had with local military pilots. The school's connection with the military started prior to U.S. involvement in World War II, when the McAllister Flying Service and School of Flying became a part of the Civil Pilot Training program from 1940 until the end of the war.

The museum is located at 2008 S. 16th Avenue, and it's open to the public on Thursdays and Fridays from 10 a.m. - 4 p.m. and on Saturdays from 9 a.m. - 4 p.m. Group tours can be arranged by calling 509-467-4593 or visiting [mcallistermuseum.org](http://mcallistermuseum.org).



Safety & Education Director



Charlie McAllister posing in front of his fuel pumps in this undated photo. COURTESY MCALLISTER MUSEUM OF AVIATION



An undated photo of Charlie, probably when he was in his thirties.

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## Flying Haiku

Members are invited to share your flying Haiku efforts with your fellow WPA pilots. Send to [marianheale@q.com](mailto:marianheale@q.com)



Submitted by + by Marian Heale

**Clear blue flight freedom**  
**My mind envelops beauty**  
**Free to think and feel**

Submitted by + by Joel Mapes, Bremerton Chapter

**Our aerial steed**  
**Fires and leaps to the sky**  
**Bound to earth no more**

# Legislative Report

(Continued from page 1)

session was significant because this bill got further than in any of our previous attempts and we garnered significant support in the Senate and the House.

This year the Association of Washington Business (AWB), which our organization is a member of, is joining the push to reallocate the aircraft excise tax we pay from the general fund to WSDOT-Aviation. There are two bills, a Senate and House bill, which have been initiated. At this point, neither have been assigned numbers.

I anticipate that along with our group and the AWB that, like last year, Washington Airport Management Association, Washington Public Ports Association, Washington Seaplane Pilots Association, Washington Aviation Association, Washington State Community Airport Association, AOPA, and Pacific Northwest Business Aviation Association will again join forces in this push to redirect aviation dollars from the general fund to where it can ultimately be leveraged to benefit our state's aviation infrastructure.

## Forget Hybrid Cars, Hybrid Airplanes Are The Next Big Thing

by Michelle Starr

Engineers around the world are seeking to address our reliance on fossil fuels before they become too scarce or carbon emissions have an irreparable effect on the environment by developing a variety of sustainable solutions, such as solar panels, wind farms and ocean turbines.

Vehicular engines were a little trickier, but hybrid engines which combine fossil fuels with electricity are on the rise. And now, someone has put one in an airplane (which is great, because airplanes produce a lot of CO2 emissions).

A team of researchers from Boeing and Cambridge University have successfully tested the world's first aircraft powered by a hybrid engine, and not just any hybrid engine, either. It's a parallel hybrid engine capable of recharging as the plane flies.

The plane in question is a single-seat light plane,

**Researchers from Cambridge University have teamed up with Boeing to build and successfully test the world's first hybrid airplane engine.**

weighing in at just 140 kilograms (309 lb) without pilot or fuel, and its hybrid engine uses up to 30 percent less fuel than a petrol engine in a comparably sized plane.

"Although hybrid cars have been available for more than a decade, what's been holding back the development of hybrid or fully-electric aircraft until now is battery technology," said project leader Dr Paul Robertson of Cambridge's Department of Engineering. "But with the advent of improved lithium-polymer batteries, similar to what you'd find in a laptop computer, hybrid aircraft (albeit at a small scale) are now starting to become viable."

The engine itself is based on a Honda engine, and combines a four-stroke seven-kilowatt piston engine with a 10 kilowatt electric motor and generator, coupled through one drive pulley to spin the plane's propeller. Like an electric car, during cruising, not much power is required to keep the craft running.

The electric motor can be switched into motor assist to minimize petrol use, or switched into generator mode, allowing the 16 lithium-ion polymer batteries built into the plane's wings to recharge.

During take-off and climb, the most power is required, and this is when both engine and motor work the hardest.

The test flights took place at Sywell Aerodrome, near Northampton in the UK. First, the team "hopped" the plane along a runway, testing its take-off and landing capabilities. This was followed by more extended flights at altitudes of up to 460 metres (1,500 ft), where the team was able to log the plane's performance.

In its current form, though, the technology simply isn't viable for anything aircraft with a take-off weight of more than 450 kilograms (992 lb). According to Dr Robertson, a commercial airliner running on batteries would have a total of around 10 minutes flying time.

"Our mission is to keep our sights on finding innovative solutions and technologies that solve our industry's toughest challenges and continually improve environmental performance," said Boeing's Marty Bradley. "Hybrid electric is one of several important elements of our research efforts, and we are learning more every day about the feasibility of these technologies and how they could be used in the future."

# AVIATION ACTIVITY CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5 Yakima Valley Chapter Free Admission <a href="http://www.museumofflight.org">www.museumofflight.org</a>	6 Paine Chapter 6:30 pm	7 9:00am Arlington Chapter @ Arlington Flight Services Fit School, Bkfst 0900, meeting 1000. Visitors welcome. EAA Breakfast @ 7S3 (Oregon) <a href="http://www.eaa105.org">www.eaa105.org</a> BBQ Lunch @ KONP (Oregon) <a href="http://newportoregon.gov/dept/onp">newportoregon.gov/dept/onp</a>
8	9	10	11	12 North Sound Chapter General Meeting. Check chapter webpage for details. <a href="#">North Sound Chapter page</a>	13 6:30pm Green River Chapter dinner meeting; contact Jim Flynn JKRV6A2@skynetbb.com, 206-498-4409. <a href="#">info link</a>	14 Harvey Field Chapter @ Snohomish Flying Service 10:00 am BBQ Lunch @ KONP (Oregon) <a href="http://newportoregon.gov/dept/onp">newportoregon.gov/dept/onp</a>
15	16	17	18 Olympia Chapter Meeting @ Pearson Air 7:00 pm	19 Clallam County Chapter @ Rite Bros. Aviation 7:00 pm Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket	20	21 BBQ Lunch @ KONP (Oregon) <a href="http://newportoregon.gov/dept/onp">newportoregon.gov/dept/onp</a> Northwest Aviation Conference, Puyallup, WA WPA General Membership Meeting and Luncheon @ NW Aviation Conference; Puyallup.
22 Northwest Aviation Conference; Puyallup, WA	23	24	25	26 Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm	27	28 9:00am Pendleton EAA219 Pancake Breakfast; Pendleton, OR KPDT. Last Saturday each month. BBQ Lunch @ KONP (Oregon) <a href="http://newportoregon.gov/dept/onp">newportoregon.gov/dept/onp</a>

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FEBRUARY 2015

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22 WPA Newsletter Submission deadline	23	24	25	26 Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm	27	28 9:00am Pendleton EAA219 Pancake Breakfast; Pendleton, OR KPDT. Last Saturday each month. BBQ Lunch @ KONP (Oregon) <a href="http://newportoregon.gov/dept/onp">newportoregon.gov/dept/onp</a> •••
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