



Wings

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Serving Washington Pilots Since 1960

FEBRUARY - MARCH 2016

President's Message...



John Dobson, WPA President

ADVOCACY... THE WPA AND YOU...

What is the value of the WPA for you? A good, valid question, in deed. Our message has always been one of preserving your right to fly through Advocacy, Outreach, Education, and Social. For whatever reason there seems to be a major disconnect between the casual observer and the work we do at the State level. So let's talk specifics for you!
 House bill, HB 2413, sponsored by Rep. Dent (R-Moses Lake) was read for the first time on January 18, 2016. The focus of the
(Continued on page 4)

Fuel Taxes; Follow the Money

By John Dobson

The WPA is asking the State two questions:
 1. How much of what we pay for a gallon of fuel goes to taxes?
 2. How much of that tax goes to support our aviation system?

For every gallon of fuel purchased we pay the following:

1. Flowage Rate (local airport) \$.03 / gal
2. **WA State Excise Tax \$.11/ gal**
3. Federal Excise Tax \$.24 / gal
4. Federal LUST Tax \$.001 / gal
5. Federal Oil Spill Tax \$.0019 / gal
6. WA Oil Spill Tax \$.00095 / gal
7. **State Sales Tax \$ 6.5% (States Portion)**

EXEMPTIONS to the WA State Excise Tax (\$.11 / gal) apply to 96 percent of ALL fuel transactions... Specifically Commercial Airlines. GA Users are NOT exempt.

The WPA is acutely aware that our airports will need \$3.6 Billion over the next 20 years. That equates to \$12 million per year. WSDOT-Aviation Division has a funding shortfall of \$8.4 million per year.

There are two options to be considered. Amend the exemptions, or reallocate all or a portion of the 6.5% sales tax from the General Fund to the Aviation Division. Pass it on!

Airport funding shortfalls

How does our funding compare to other states?

State	Public Use Airports	Based Aircraft	Annual State Aviation Program Funding	Funding per Airport	Funding per Aircraft
Colorado	75	4,555	\$20,100,000	\$264,400	\$4,400
Florida	129	10,931	\$130,000,000	\$1,008,000	\$11,900
Indiana	107	3,094	\$2,400,000	\$22,400	\$780
Louisiana	75	2,184	\$28,800,000	\$348,000	\$13,300
Ohio	189	4,395	\$1,100,000	\$6,500	\$250
Tennessee	81	2,724	\$4,000,000	\$49,400	\$1,500
Texas	396	11,535	\$10,800,000	\$27,300	\$900
Washington ★	134	5,993	\$1,400,000	\$8,200	\$180
Wyoming	41	938	\$8,500,000	\$207,300	\$9,000

Washington State is among the lowest in state funding for airport investments.
(source: WSDOT Airport Investment Study)



Doug Haughton's grandson seems to speak pilot on a recent fly-out to Orcas Island. Jim Posner's beautiful aircraft can be seen out the window.

Moody Aviation and its impact on Felts Field

By Marian Heale

Moody Aviation, a division of Moody Bible Institute, has put down roots in Spokane as only an entity meaning to stay long-term and contribute to the community can.

Though pilot and maintenance certification is offered only to Moody students planning on a life in Mission Aviation, Moody has made a large impact on Felts Field, the General Aviation airport in Spokane. The institute offers two training courses each year. The first consists of an IA Refresher Course which is Saturday, March 5, and the second is a two-day Aviation Safety Seminar Thursday and Friday, March 3-4. The courses are open to any aviation enthusiast who wants to attend.

Moody also adds significantly to the "Operations", or take-offs and landings, at Felts Field, which in turn makes a difference in federal and matching funds available to the airport. The number of operations quoted annually also makes a difference in whether or not an airport is considered to require a control tower. Moody was a major factor in Felts being able to keep their

(Continued on page 7)

Moody Aviation		
Year	Total Landings	SFF Operations
2014	6850	11753
2013	7247	12275
2012	5917	9588
2011	6299	11188
2010	7082	11381

Wings Legislative Report January 2016

By Blake McKinley, Jr.

The 2016 legislature is in session. We are taking the lead on a bill, with the help of Rep. Dent, which would change the aircraft registration penalty structure. Basically it would lower the penalty aspect and streamline the collection process for WSDOT-Aviation. At this point, Rep. Dent has introduced this legislation. We are early in the legislative session, stay tuned.

I encourage our membership to keep an eye on the national issues, Pilots Bill of Rights-2 (PBOR-2) and the User Fee discussion.

Pilots Bill of Rights-2 continues to make progress through Congress. The medical reform portion to the third class medical process would allow pilots who have held a third class medical (regular or special issuance) over the past ten years to fly without the requirement of obtaining another FAA medical exam. For those pilots with a medical certificate that lapsed over ten years ago, or for those who have never held a FAA

medical certificate, they will be required to obtain a one-time medical certificate. After obtaining the medical certificate (regular or special issuance) no further FAA medical certification will be required. If certain medical factors exist such as certain cardiac, psychological, or neurological conditions then a one-time special issuance medical will be necessary. This revision to medical certification would allow pilots to fly under visual or instrument flight rules in aircraft weighing up to 6,000 pounds and carrying up to five passengers below 18,000 feet and at 250 knots or below.

The User Fee discussion, also known as ATC privatization is probably the biggest concern once again facing General Aviation. In every single country that has gone to this system general aviation has been adversely impacted. This is a move primarily driven by the airlines. It is important to remember that

(Continued on page 4)

Pierce County/Thun Field

16715 Meridian E Puyallup, WA 98375



Thun Field, built in 1944, is just south of the City of Puyallup and offers spectacular views of Mt Rainier. The Airport has 211 single-engine and 20 multi-engine piston-powered. Runway 16-34 (3,650 ft long, 60 ft wide) has an asphalt surface and pilot-controlled medium intensity runway lights. Each end has precision approach path indicators for vertical guidance. Both ends have runway end indicator lights. Runway 16 approach is visual. Runway 34 has a published non-precision GPS approach.

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

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	25	Federal:	General Aviation Airport	Airport Elevation:	537
Associated City:	Puyallup	State:	Service	Approach Category:	B: 91 to < 121 knots
County:	Pierce				
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	County Govt.	Number:	1	FAA:	IIB
Owner:	Pierce County	Type(s):	Asphalt	Description:	Beech King Air

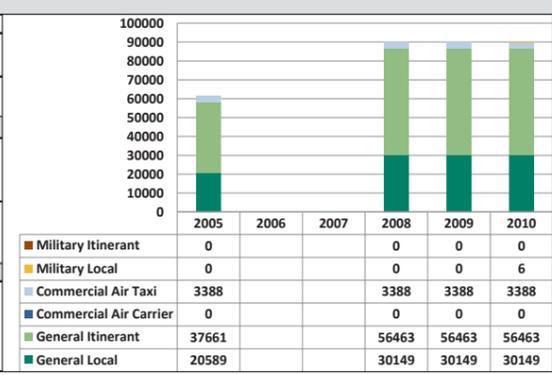
AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
AIS Last Updated: 12/11/2011			
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet 0
Air Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	Multi-Engine 10
Medical Transport	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine 220
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based 3
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Glider 1
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 5
Civil Air Patrol	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Total 239
Cargo Activity	<input type="checkbox"/>	<input type="checkbox"/>	Fixed Based Operators
Flight Training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIS Last Updated: 12/29/2010
Commercial Carrier Activity	<input type="checkbox"/>	<input type="checkbox"/>	No. of FBOs 0
			Number of Cargo Carriers -
			Total Cargo Volume (Tons) -
			Ground Transportation
			AIS Last Updated: 12/17/2010
			Bus Service <input type="checkbox"/>
			Taxi Service <input checked="" type="checkbox"/>
			Marine Service <input type="checkbox"/>
			Rail Service <input type="checkbox"/>
			Shuttle Service <input type="checkbox"/>
			Limo Town Car <input type="checkbox"/>
			Other Ground Transportation <input checked="" type="checkbox"/>

Comparison by State Classification

Airport	Classification	
	Low	High
Based Aircraft	239	239
Operations	90,006	90,006

Take Offs and Landings (Operations)



Commercial Enplanements*

Year	Enplanements
2010	-
2009	-
2008	-

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

Fuel Service

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

Airport Businesses and Visitors

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



NOTE: All impacts are shown in 2010 dollars.

ECONOMIC IMPACTS

AIRPORT BUSINESSES

Counties in Impact Region:	Pierce
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	50	86	136
Labor Income	\$ 3,900,000	\$ 3,600,000	\$ 7,500,000
Output	\$ 13,900,000	\$ 11,400,000	\$ 25,300,000

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:	\$ 2,635,200		Total Impact	All State Impacts	% State Impact
	Direct	Indirect/Induced			
Jobs	27	13	40	94,000	0.04%
Labor Income	\$ 755,000	\$ 619,000	\$ 1,374,000	\$ 3,311,700,000	0.04%
Output	\$ 2,200,000	\$ 1,900,000	\$ 4,100,000	\$ 10,160,600,000	0.04%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ -	\$ 10	\$ 40	\$ 292,000	\$ 292,050
Visitors	\$ 20,000	\$ 20,000	\$ 20,000	\$ 127,000	\$ 187,000
Total	\$ 20,000	\$ 20,010	\$ 20,040	\$ 419,000	\$ 479,050

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.



Printed: 3/22/2012

Airport View Property!

By Tom Jensen, Airports Director

Pierce County Airport (KPLU) is the other airport under Pierce County Airports and Ferry District manager Deb Wallace. Between the two airports, maintenance such as mowing and expertise is shared, as reported in the Oct-Nov 2015 WINGS issue, for great and efficient service to GA.

Lissa Smith, a long-time Stinson owner, is the airport lead manager who is dedicated to great service with a smile. (Why do I say that? I've even seen her mowing on her day off.) She even offers engine oil reclaiming for aviation good citizens.

KPLU was started by the Thun family a long time ago and until recently was managed by son Bruce. (It will always be "Thun Field" to me.)

Spanaflight, one of the airports' FBOs, provides an important webcam to WSDOT, fondly known as the "Spancam." The cam has a great view of Mt. Rainier and it is a terrific aid for deciding if the \$100 hamburger is what you're going to do in

your "Spancam" (Cessna.) The Hangar Inn restaurant is a great stop for any of your three daily meals.

Along with the Central Pierce Fire and Rescue on the SE corner of the field, there are several serious, nationally-known businesses on the airport, providing parts, service and training. Among these are outfits like Spencer aircraft, NorthWest Propeller, Wings West (governor service) and AvStar, who specialize in Bonanzas and aircraft weighing. Clover Park Technical College is next door to the fire station. Painting and "old aircraft" expert services are also available

The airport also hosts a Civil Air Patrol base and has provided important support as a base to many air search and rescue operations for the CAP and WASAR (Washington Air Search and Rescue), both who serve WSDOT-Aviation in time of emergency.

Please visit KPLU the next time you're hungry or need parts or service; it's a great and friendly place.



PROPOSED CHANGE IN WPA BY-LAWS

The stated mission of the Washington Pilot's Association is printed in the By-Laws to read:

"The mission of the Washington Pilots Association is to advance the interest of General Aviation in Washington State through Advocacy, Outreach, Education, and Social Activities."

It was recently noticed that the "Mission" has been written several different ways on different documents. One of these was, "To advance and protect the interests of General Aviation in Washington State through Advocacy, Outreach, Education and Social Activities."

It has been proposed that the WPA By-Laws be changed to read:

"The mission of the Washington Pilots Association is: To advance and protect the interests of General Aviation in Washington State through Advocacy, Outreach, Education and Social Activities."

This change will be brought before those at the general membership meeting in Puyallup next February.

The Washington Pilot's Association Board

Washington Pilots Association

Executive Committee & Officers

President: John Dobson	206 786 6081
Past President: Les Smith	425 493 0451
Past President: Dave Lucke	509 326 2599
VP West: Jim Posner	360 626 4421
VP East: Darold Shultz	509 999 5835
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Communications: Marian Heale	509 624 1092

WPA Website:

<http://www.wpaflys.org>



WPA Wings

A Publication of the Washington Pilots Association
227 Bellevue Way NE, PMB 397
Bellevue, WA 98004

WPA Wings is published bi-monthly, (February, April, June, August, October and December).
Submissions are welcomed!

Please send articles via email to: wings@wpaflys.org
Send typewritten or handwritten articles to:
PMB 397, 227 Bellevue Way NE
Bellevue, WA 98004-9721

WPA WINGS is the bimonthly newspaper of the Washington Pilots Association (WPA), which represents the pilots of Washington State. Letters to the Editor are welcome. Letters must be signed by the author and a contact phone number provided.

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.

2016 MEMBERSHIP RENEWAL SEASON

It is also the season for numerous other occasions and activities. While looking ahead to the holidays also think about your aviation community. Including friends, activities, flying in any general aviation aircraft seat, and supporting the organization that "has your back".

2016's Washington Pilots Association promises to be better and stronger than ever. Really. We have been talking about it and working towards that goal all year. Both at chapter and state levels.

If you have not already done so PLEASE consider renewing your Washington Pilots Association membership for 2016 online at www.wpaflys.org. It's easy.

Sincerely,
Frank E. Hummel, WPA State Director at Large
WPA Paine Field Chapter Membership Director

Four Nuts and A Bolt

By Frank Hummel, WPA Paine Field Chapter

Went flying today. Needed to seize the opportunity when I could.

Happened to be a Saturday. Although conditions were VFR with an improving trend for the day, looking outside easily would lead one to stay inside, light a fire in the fire place, and ride out a gloomy day.

What follows below is a conversation between the Spencer's Pilot Shop clerk and our party of four.

First you need to understand I needed a bolt for the airplane. Of course not any bolt will do, it needs to be an airplane qualified bolt.

This past August while cleaning Cardinal Air following the return from Wisconsin and reinstalling the rear seat one of the seat anchor bolts did not want to rethread nicely. Its threads were bugged. Two hangar doors down was Bob. Bob recently completed building his RV-7. I reasonably suspected he might have spare parts. Indeed he had an exact replacement bolt and generously gave me one, refusing payment of course. That's how fellow pilots roll, right? So I put it on my list to purchase more of these particular bolts to replenish Bob and Cardinal Air's hangar stock. At the Puyallup airport is Spencer's Pilot Shop. A well-stocked shop for all the usual pilot supplies plus much more. Including fasteners for the kit builders out there.

This past fall I flew down there one evening after work to purchase said bolt, only to find them closed having switched to winter operating hours just the week before. Today presented another opportunity.

Saturday morning's our WPA Chapter often gathers at the airport FBO to go fly somewhere. Despite the gloomy day I taxied over to the FBO just in case anyone was hanging around for a fly out, not expecting anyone to be there. I was wrong. Three other pilots and their planes were poised at the FBO for a fly out when I arrived.

The Saturday fly out destination determination process can be, well, involved. When today's conversation started I made my mission clear, I need a bolt. We all checked and talked about the weather. Always good to do even though we all were reciting current and forecasted conditions based on each of our earlier

examinations.

Aviating we went.

39 Minutes of flight time later I landed at Piece County Airport in Puyallup. The four of us landed within minutes of one another, walked into the airport diner, had coffee and a meal, talked about flying, and walked across the parking lot to the pilot shop where I started my bolt search.

Found the bolt section soon enough, and the empty peg where the bag of right sized bolts should have been.

Except for the store clerk, only the four of us were there. The other three and clerk were all talking airplanes and airplane stuff. Even though my flying companions were not there to buy anything, I waited my turn to ask the clerk if they might have more of what I needed in the back. Verifying with the defective bolt I had with me what I was seeking, the clerk returned with two handfuls of right sized bolt bags. Gave me one and re-stocked the peg. I needed only one bolt to return to Bob, but happy to have a bag of ten to distribute to Bob and 612's stock. A whopping \$2.41 for the bag of ten.

Finished check out with the clerk. He asked the others if they needed anything. They did not. The clerk observed we all knew one another. This conversation ensued.

Clerk: Did you all come here together?

Me: Yes.

Clerk: Are you local? Did you drive or fly?

Rich, Stephanie, Greg, and me: We flew from Paine Field!

Clerk: (Looking out to the parking ramp) Which plane did you come in?

Stephanie: See that row of four airplanes parked side by side? We came in those.

Clerk: The four of you flew here with four airplanes so this guy could buy a bolt?

Us: Yes.

The clerk muttered something I did not understand, but I do think he was a pilot because he smiled.

Great to be in the saddle today.

For the record the four airplanes parked in a row supporting the "bolt mission" were a Diamond, Skyhawk, Bonanza and of course Cardinal Air. And I did help persuade Greg to buy some airplane cleaning stuff.

What Does Scattered And Broken Cloud Layer Really Mean For Pilots ??

By George Futas, CFII



Saturday the 19th was the first almost reasonable weather for VFR flight in several days. The METARs at both airports, and a couple enroute, was M V F R (Marginal VFR).

Ceilings were typically Broken at 2500-2900, visibility 10 mi, and forecasts for Broken 4000+ later in the day.

Three airplanes in our WPA Paine Chapter flew from KPAE to KBLI (Bellingham) for a fun brunch. One flew VFR under the clouds along the shoreline, one climbed VFR to on top and flew NW over the water, and then found a hole SW of KBLI, and the third launched VFR and flew V23 on top then received and IFR clearance to descend thru the clouds and complete and ILS approach.

The lunch discussion raised the question - what does the Scattered and Broken forecast really mean, especially to VFR pilots? What does MVFR (Marginal VFR) really mean to us? How can VFR only pilots use the information to plan their flights more safely.

Some definitions are:

Cloud Cover: Few= 1/8 to 1/4 covered; Scattered = 3/8 to 4/8 covered; Broken = 5/8 to 7/8 covered, where cloud (sky) cover

30-minute averaging period.

Flight category conditions: http://www.aviationweather.gov/adds/meters/description/page_no/4

VFR (Green sky symbol) when ceiling >3000' AGL and >5 mi visibility;

MVFR (Blue) ceiling is between 1000'-3000' AGL and/or visibility 3- 5 mi;

IFR (Red) ceiling is 500'-1000'AGL and/or 1-3 mi visibility;

LIFR (Magenta) ceiling below 500' AGL and/or less than 1 mi. visibility.

As pilots we need to recognize that Scattered could be almost Broken cover, and Broken could be almost Overcast! Also the winds can change things quickly.

For our flight Saturday the lower level winds were reported 10-15 kts, with gusts, and at 5000' were forecast 20-30 kts. So we expected clouds would form and holes open



frequently due to terrain and turbulence. Also, with our famous convergence zone N/S of KPAE the lower level winds could be higher. I was cruising on top at 5500 coming back to KPAE with 20 kt headwinds, saw a big hole and decided to fly under back to the airport. Guess what, I found the winds were: 30 Kts at 2000' at south of KBVS for about 10 mi.!

Thus for safety of your flight remember that Scattered can become Broken or Overcast quickly with winds above 10 kts. at the cloud levels. Whether you choose to bounce in turbulence 500' below the clouds, and remain legal at

least 500/1000' above terrain, or choose to fly on top, consider your alternatives if the weather changes against your favor. Have plenty of fuel and keep an eye behind you for you may find the 180 turn is your best alternative.

Plan ahead to have fun, fly safely, and fly again another day!



represents the summation total of the sky condition element from the METAR report.

METAR cloud reports: The vertical (directly overhead) distance visibility to clouds from the AWOS location. To compensate for the danger of rapidly changing sky cover, the averaging is weighted toward the first 10 minutes of the

Notice Of Annual Meeting Washington Pilots Association

John Dobson, President, Washington Pilots Association

The annual meeting of the WPA will be on 20 February at the NW Aviation Conference in Puyallup, Washington. The meeting will start at 11:30 AM. Check the program for exact location. A light lunch will be served. Elections for officers will be conducted at the meeting and awards presented.

Many of you are aware of the dues increase that was implemented by the board

last fall. Information about the WPA budget was printed in the WINGS that supported the dues increase which was very well supported by the members. However, the by-laws require that any dues increase be voted on by a show of hands by members present at the annual meeting. So there will also be a show of hands vote on the dues increase at the meeting.

See you in Puyallup!

Northwest Aviation Conference and Trade Show WPA Booth

Frank Hummel, WPA Director-at-Large

Again this year in Puyallup, Washington the Northwest Aviation Conference and Trade Show will be held Saturday and Sunday, 20-21 February 2016.

In addition to the WPA General Membership meeting Saturday 12:00pm at the Northwest Aviation Conference, our Washington Pilots Association will be having its very own booth. If you are interested in helping to staff the booth, answering questions about our organization and why you are a member, you are most welcome to do so. After all we operate on sheer volunteer power. If interested look for that email with WPA booth signup information. Or go to:

<http://www.signupgenius.com/go/20f044ca8a72aa02-northwest>

Helping to staff our booth or not, please stop by and say hello.

Thank you.



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 or contact the Chapter President Shane Mahoney at shane@skynetbb.com, 360-802-2300.**

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 Sandy Burn at 801-673-4380.**

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 **Robert Powell robthpowell@gmail.com.**

OKANOGAN & FERRY COUNTY - The Okanogan and Ferry County WPA Chapter meets on the third Thursday of the month during late fall/winter to spring. Meeting locations alternate between Koala's in Omak and Whistler's in Tonasket. Meeting times and locations during good flying weather vary. **For information regarding a specific meeting date/location, contact Lee Orr at 509-486-4502 or Bob Hoffman at 509-997-8141.**

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

SHELTON-SANDERSON - The Shelton-Sanderson chapter meets 10am Saturdays at Sanderson Pilot's Center.

SOUTHWEST/VANCOUVER - **For meeting information contact Bob Brown at 360-607-5060.**

SPOKANE - Meetings are usually held on the third Wednesday of each month at the Mirabeau Park Hotel beginning at 6:00 PM. Meeting program information can be found at WPASpokane.org. **For more information contact Chapter President Donna Childs at Cloud_Jockey@msn.com, 208 699 7394.**

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

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

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

YAKIMA VALLEY - The Yakima Valley chapter meets every Saturday morning at 8:30 at Yakima Airport. **For chapter information, contact Les Flue at les@lesflue.com.**

Flights Above The Pacific Northwest

by Brice Van Baren

Flights Above The Pacific Northwest is an aviation community designed to offer an outlet for aviators and flying enthusiasts to share their experiences in this beautiful region. Originally created as a Facebook group by Brice Van Baren, its total membership now tops 3000. Brice created FATPNW in February of 2012 because he felt a lack of connection between pilots in the area, and wanted to reach out to those who shared his same passion.

"I found myself attending aviation related seminars and events, but never quite found the means to build lasting friendships during these short activities" Brice reflected.

As an IT professional, Brice created FATPNW on Facebook one Sunday morning and literally watched it grow overnight.

"At the beginning, the growth was very surprising to me. It made me realized that I was not the only one feeling a need for a group like this."

Over time, membership began to include more than just pilots. Flight schools, FBO's, controllers, mechanics, and aviation professionals started to join this dynamic group. Eventually, FATPNW grew to be more than simply a Facebook



group where flyers posted pictures and shared stories.

The group began organizing seasonal Fly-In's at local airports, holding events such as the annual "Shop & Swap", seminars, movie nights, all sorts of gatherings and even tours of local towers and TRACONS.

Today, with over 3000 members, FATPNW is considered one of the most active GA communities in the PNW. Brice promotes the idea that everyone is welcome in this non competitive environment.

"The purpose is really to offer a sense of community for those who have a passion for aviation. I love to hear that FATPNW members are taking initiative to meet even when nothing is officially scheduled by the group."

If you haven't joined yet, you can find FATPNW at www.facebook.com/groups/FlightsAboveThePNW/

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Approach to Stuart Island in the San Juans - A WPA Perk

Legislative Report

(Continued from page 1)

we each pay to use the system whenever we fly through the collection of fuel taxes and other aviation related taxes. More importantly, the aviation system exists to benefit the entire population of the United States, aviators and non-aviators through the movement of goods and commerce. Consequently, it is appropriate that every citizen have some skin in the game through the tax system. We already have an efficient means of collecting aviation related dollars, the best thing the FAA can do is be better at spending those efficiently collected tax dollars in the best leveraged fashion. Rep. Mike Pompeo (Kan.) is a leader in opposing user fees. His push is, "... that Congress take a commonsense approach to reforming the FAA in a way that strengthens our entire air transportation system". In other words, the reformation process should not primarily benefit the airlines.

I would encourage you to contact your legislators regarding Rep. Dent's bill as well as your Congressional members regarding the PBOR-2 and User Fee/ATC privatization to provide your input. Finally, if you have any concerns with factors affecting general aviation at the state or local level, please contact either myself, any state board member, or your local chapter president.

President's Message (Continued from page 1)

bill is aircraft registration "simplification and fairness". While most of the aircraft registration is about \$65.00, there are fees for being late to register. Passage of this bill will reduce the late fee progressive penalties from \$400 down to \$100.

In 2015, your WPA assisted in the passage of two important bills. Passed in 2015 SB 5988 and SB 6057 in combination allocates 100% of aircraft Excise Tax funding to the Aeronautics Account. Prior to signature 90% of the funding went to the General Fund. That simple solution gained our airports \$637,000.00 (Times the Federal multiple equals \$10.6 million) for Washington airports! Note, \$909,000 was returned to the state's general fund in sales and B&O tax.

Your WPA assisted in an important victory. Defeated in 2010 the House and Senate attempted to pass a 1% Aircraft Excise Tax to be collected annually. For the average GA aircraft that would have cost between \$200 to \$1000 every year. For a Citation or Gulfstream owner the cost would have been SIX figures.

In addition to actual legislation the WPA has been involved with or sponsored the following:

- 2009-2014 Long-Term Air Transportation Study (WSDOT)
- 2011- 2012 RUS (Recreational Use Statute)
- 2012 Lake Union, Overflight of National Parks

- 2012 Airport Economic Impact Study (WSDOT)
- 2013 Airport Pavement Studies (WSDOT)
- 2013 Establish the Aviation Caucus
- 2013 Contract Towers . . . protecting them
- 2014 Hangar use . . . Drafted a strong position statement to the FAA
- 2014 Airport Investment Study (WSDOT)
- 2012-2014 MET Towers . . . Worked to regulate airspace encroachment.
- 2012-2014 Worked to protect access to Pearson Airport
- 2009-2014 Vista Field
- 2012-2014 Land Use . . . Attempted to "require" noise and safety zones
- 2014 Silverpark planned near the Spokane Airport
- 2015 Airport Investment Study "Solutions" (WSDOT)
- 2016 Aviation System Plan (WSDOT)

The reasons we fly are varied. For most of us the excitement and thrill comes as part of a social function. Look at the list above and ask yourself if it were not for the WPA then who would have engaged at this level of detail for preserving aviation in Washington State? So the next time you fly to an airport for pleasure or business I hope you will remember that YOUR WPA membership had something to do with it.

Westside Story

The Washington Pilots Association
 "West of the Cascades" Aviation Scene Report



By Jim Posner – WPA's VP-West – January, 2016

The formation of the new Skagit Chapter is coming along nicely, with Safety and Education Director Ken Davies spearheading the project. He writes:

"We have 10 signed up (the required number) I thought we had 12 but they had not sent in the apps yet."

- Ken Davies
- Faisal Jaswal
- Eric Noste
- Kellsey Pillar
- Harley Monk
- Rob Wake
- Bob Harrison
- Mike Watkins
- Mike Rumbaugh
- Mike Dyberg

There were two from Friday Harbor that were signing up."

Doug Haughton and I attended the Green River Chapter Christmas Party in Auburn. A very successful event with an auction for their scholarship fund that netted several thousand dollars. Way to go, Shane!

The Bremerton Chapter's Christmas party was also a successful event.

On New Year's Day, the FATPNW

Facebook group hosted a fly-in at the Skagit airport's new restaurant (Flyers). Over 20 members of the Bremerton chapter attended as did several members of the Paine Field Chapter. There were over 150 people and 75 aircraft that participated!

This group shot shows only some of the participants as many had to leave before the photo was taken and there were still folks arriving afterwards

Work continues with the hangar associations and other pilots groups in Olympia to breathe some life into a once-vibrant chapter. One of the officers of the large flying club there came to the Skagit event so I had a chance to talk about getting together this year to do more recruiting from this club.



Hood Canal and Olympics
 Photo by Doug Haughton

The AOPA Events team arrived on Tuesday morning in their Citation Jet – N4GA – to start the formal planning process for the August 20th Fly-In at the Bremerton airport. It's a two-day series of meetings. As details are solidified, I'll be soliciting volunteers for the event and the days surrounding it. Make sure that your calendar is marked for the event and stay tuned!!

Jim Posner
 F33A Bonanza – N335HP
 Cell (415) 990-0664
 jimposner@comcast.net



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Robert Carr: Successful WPA Scholarship Winner

By John Miller, CFII, CFIG

Robert Carr is a pilot's pilot. When I met Robert he was the music director for the Spokane Catholic Church, which included being the choir director and organist. Robert came to us from Southern California, started flying while in college, and learned that while he was making a

further hone his skills and get the required 40 hours. We finished the three hours before the check ride and in September of 2015 he impressed Jay Bagley with his knowledge and his instrument skills. There was never any question in this instructor's mind that Robert was going to do himself proud.



Robert Carr goes Under the Hood to practice instrument work

living from his music, his passion was aviation.

Three-and-a-half years ago I met Robert at Spokane Airways. He was very well prepared to take a biennial flight review and a delight to fly with. He was signed off, and I hoped to see him again in two years. But, it was to be much sooner than that. He called a few months later and asked about working on his instrument rating which, considering his previous BFR, would be a great idea. I had also joined the WPA and was aware that they offered a scholarship for which I encouraged him to apply. Church employees do not have a lot of discretionary income.

Learning that he must have the instrument written test completed, Robert immediately did the work to satisfy his written which he completed with flying colors. Robert applied for the scholarship and was so awarded. Over the next 18 months we flew together, also employing safety pilots. I determined he was prepared for the practical test in a touch over 30 hours.

Robert continued to use safety pilots to

The WPA could not find a recipient more qualified or a candidate more worthy to receive a scholarship. Robert was dedicated to the task, willing to put forth the effort and a skilled pilot; he also had a future goal to join the United States Navy. So, not only did the WPA support a fine candidate, but also one that was preparing for an opportunity to defend his country. I am very please to say that Robert is now in Rhode Island in Naval Officer Candidate School. On completion he will head for primary navel pilot training. Needless to say his instructor has encouraged him to apply for fighters and a chance for a carrier shot in the F-18. When this happens I've also asked him to sneak me aboard

for a ride, but don't hold out much hope!



Mike Foster, left, longtime WPA member and Spokane Officer acts as Safety Pilot as Robert Carr prepares to go under the hood

This scholarship was a win, win, win, win: Win for Robert, win for the WPA, win for the USA and a win for his instructor. I'm sure he will not miss trapping the third wire very often if ever.

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Airports Report--Stehekin

By Tom Jensen Director

On July 24, Leo Dondlinger and I dodged weather to sneak into Stehekin (6S9), one of the state's public use airports in the North Cascades National Park. We met with hard-working WSDOT airport manager Paul Wolf and Jim Courtney, longtime Stehekin Valley resident, local maintenance contractor, and pilot to discuss airport maintenance and improvement plans for the 2016 season. Paul is currently negotiating with the National Park Service (NPS) to renew the airports Special Use Permit (SUP) as all yearly maintenance plans are required to be submitted to and approved by the NPS.

Please be sure to show your support in 2016 for this valuable back county airport by lending a hand at the next volunteer work party tentatively scheduled this May/June. Updated announcements will be posted on WSDOT Aviation Adopt-an-Airport Web page. The NPS is currently considering WSDOT's request to renew the SUP and your voice and attendance are needed.

WPA members have provided needed help in the past with shovels and blisters when the irrigation system was installed years ago. Jim Courtney recently revised

the gravity fed irrigation intake for better water coverage. The NPS conducts annual weed control through agreement within the SUP which includes needed volunteer support for weed pulling at the direction of the NPS. Rock picking has been a staple entertainment at 6S9, but all the melon-sized ones are now MIA.

YOU can help by commenting on "2014-2017 Airport Layout Plans" under "WSDOT-Managed Airports" at wsdot.wa.gov/aviation/. YOU can also help by participating in WSDOT's Adopt-an-Airport Program, as Stehekin currently needs your support. Thank you to the pilots from Felts Field who have graciously offered support in 2016.

We were able to confirm Stehekin as a safe destination by searching <<STRW1 Current Conditions>> which brings up the RAWs weather station on the airstrip. With no rain, light winds and a big dew point spread, we could be assured to make our appointment with Paul. (The RAWs station is a utility not available through Flight Service, so jot it down.)

On our departure, we spotted and recorded coordinates of the lightning "smokers" which were the beginning of the Wolverine fire. Unfortunately, the terrain was deemed unsafe for access by ground personnel and that sucker blew up to 65,000 acres. It was one of the heavier smoke-producers of the 2015 fires. But like the TSA says: "If you see something, say something," so we did.



Leo, Tom, Paul, and Jim working hard to improve the runway

PAE Chapter Christmas Party and My Skyhawk in the Future of Flight Gallery

By Stephanie Allen

It has been 10 years since the Future of Flight opened. The Paine Field Chapter of WPA was their first party. We had 250 attend, which included other organizations. Ten years later, we came back to hold our 2015 Christmas Party in the Grand Lobby. We had 89 attendees, with 90 seats available. We were sorry we had to deny attendance for those who requested to come after the reservations closed. Just a reminder that when a caterer is hired, the deadline is set by the caterer. So, next year, purchase your tickets early. Yes we will be back to the Future of Flight on Friday, December 2nd 2016.

This year, I challenged our Board of Directors, to come up with some really good

invited to attend the gala as a guest of FOF. I was asked to display my Lindy trophies. When I found out the Erik Lindbergh was the MC, I thought it would be wonderful to take a photo of him standing by one of his grandfather's legacies (the trophies) and of course my aircraft.

It was an adventure to get my 1969 Skyhawk in the gallery through an opening that was less than my wingspan. The QED was supposed to be in that spot, but tugging into that area was a bit difficult. My Skyhawk was there for one week. Upon departure, it took a little less than an hour to move it to the hangar door, there was a crowd watching. Most were from a group of college students visiting



Paine Field Chapter Christmas Party

door prizes. They stood up to the challenge and exceeded my expectations. Our members say thank you to the following businesses for their very generous donations: D2 Portable EFIS, donated by Dynon Avionics valued at \$1095.00; Kenmore Air scenic flight for 2, donated by Kenmore Air, valued at \$202; One Beaver Membership at HFF (includes flight) donated by HFF, valued at \$150; \$125 Fuel Card, donated by Castle and Cooke; 2 Hours of Flight Instruction donated by George Futas; Coffee Table book of photos and note cards, donated by Photos Happen, valued at \$50; Jewelry by TGIB, and a Starbucks Gift Basket.

In celebration of their tenth year, the FOF had a gala on December 17th. I, along with HFF, MOF and FHC, were asked to display aircraft. The idea was to have an aircraft for every decade since 1903.

Rich and I were pleased that we were

from Japan. I thought it strange that they wanted photos of themselves with my airplane. Skyhawks are the most common aircraft, over 43,000 built, in the world. Maybe they were just surprised that we could move it through such a small opening. Then Rich stated that they don't have the opportunity to see small aircraft in Japan. Now outside, ready for engine start, I looked back at the glass hangar doors to see a lineup of people with cameras pointed. I guess we sometimes forget how lucky we are here in the US to have this ability to fly.

Lindy Trophies, Gold is 2008 Grand Champion Contemporary and Silver is the 2007 Reserve Grand Champion Contemporary. Contemporary period is for all aircraft manufactured between 1955 and 1970 and judged by the EAA's Vintage Aircraft Association. Warbirds and homebuilts are in another category.



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Moody Aviation Impacts

(Continued from page 1)

control tower two years ago when the Federal Government was considering closing the tower.

Moody was founded in 1886 by evangelist and businessman Dwight L. Moody in Chicago where the main college campus remains today. The aviation training facility was established in 1946 when it became obvious that reaching many of those Moody wanted to serve could only be done by air.

In 1967 the aviation division of the school moved to Tennessee. With a need to expand, in 2003 Moody Aviation began the move to Felts Field beginning with the A&P section. In 2005 the flight training classes moved to Felts and the first graduates were the class of 2007.

For more advanced flight training there is a separate but closely related school at Felts known as the Spokane Turbine Center. The Quest Kodiak, built in Sandpoint, Idaho, was specifically designed for missionary aviation, and was initially intended to be part of Moody's curriculum. However, the center became a separate organization, Spokane Turbine Center, in 2008. Students from 18 different missionary aviation organizations have taken courses at STC.

Another spin-off, this time from STC, is Parkwater Aviation, which is a for-profit company formed and owned by STC. Parkwater provides factory-authorized Kodiak familiarization courses for all Kodiak operators. STC has the only full-motion Kodiak simulator in the world, and customers have come from 15 different countries for Parkwater Aviation familiarization and recurrent flight courses. These are the only aviation classes at STC not specifically aimed at the mission aviation field.

As part of their community involvement program, STC has donated simulator blocks and introduction flights to local nonprofit organizations and charities such as the WPA and EAA for their annual charity auctions.

Moody's 2016 Safety Seminar

The 2016 Moody Aviation Safety Seminars will offer classes such as aeronautical decision making as affected by pilot attitude, post-crash survival, tire maintenance, fatigue, and accident investigation. The classes will be offered on Thursday and Friday, March 3-4. Students can earn up to 4.5 FAA WINGS credits for attending both days. Registration is recommended and for WINGS credit. Please register for each seminar at FAASafety.gov.

Directions: Flying into KSFF: Park on the ramp west of the tower. Walk through the old terminal building and east along Rutter Avenue to Moody Aviation. Driving: Take exit 286 from I-90. Turn north on Park Street, left on Rutter Ave. Moody Aviation will be on the right.

2016 IA Refresher Course

SATURDAY, MARCH 5, 2016

0700 to 0730 Check In

0730 to 0820 Session I, Dean Wilkinson, AeroLEDs

LED Aircraft Lighting - This session covers the benefits of LED lights for aircraft and the installation and approval process.

0830 to 0920 Session II, Paul New - Cessna Pilots Association Inspections and Collaborations - This session covers the human factors involved with having one's work inspected by others - what should be looked for and why. The Collaborations part covers the need to change the GA maintenance culture in which most mechanics shy away from sharing their collective knowledge and accepting input from others.

0930 to 1020 Session III, Ben McNamara - APS Brakes

This session covers APS Brakes and how to obtain the best braking performance.

1030 to 1120 Session IV, Brian Cox - Tempest Plus Marketing Group

Aviation Spark Plug Design and Maintenance - This session covers the design, materials and manufacturing of spark plugs and includes service tips and tools for cleaning, rotating, gapping, testing, and installing aviation spark plugs.

1120 to 1210 Lunch Break, Lunch available for cash purchase.

1210 to 1300 Session V, Mike Busch - Cessna Pilots Association

The Rules of the Game: Maintenance Regulations for IAs - This session covers a wide-ranging discussion of key FAR's in Part 43, 65 and 91 that are most often misunderstood by IAs. Precisely how must an IA make an airworthiness determination? How about approval for return-to-service? What happens if an IA signs off an inspection with discrepancies? When is a post-maintenance test flight required? When must manufacturer's guidance be followed and when can it be disregarded? What about Instructions for Continued Airworthiness and Airworthiness Limitations? What is the difference between approved data and acceptable data? Between major and minor alterations? How about repair, overhaul, and rebuild? What aircraft components is a mechanic prohibited from repairing? What replacement parts can be legally installed on a certificated aircraft? Are yellow tags, 8130-3 forms or other documentation required? What are standard parts and when can they be used? How about owner-produced parts? What's the difference between PMA, TSO, and STC and when are each of them required? What is the most serious regulatory violation that a mechanic can commit, and what are the penalties?

1310 to 1400 Session VI, Joint Session with Paul New and Mike Busch - Cessna Pilots Association

A discussion of Maintenance Induced Failures (MIFs) and a time for Q & A.

1410 to 1500 Session VII, David Meyer - Textron Aviation

This session covers aviation publication updates, including: ICAs; TCDSs; Service Bulletins, Letters, Accessory Kits; Service difficulty reporting; Airworthiness publication access with or without subscriptions.

1510 to 1600 Session VIII, Chuck Roberts - FAA, FAA Updates

New Restaurant at Richland Airport

By Mike White

Ann's Best Creole & Soul Food Café is newly opened at RLD. It's owned and operated by Ann & Will Lockhart, formally of Baton Rouge, LA. Ann's features breakfast from 6:30AM till 11:00AM and Lunch from 11:00AM till 3:00PM.

Their specials include PO Boys, Crawfish Etouffee, Jambalaya, Collard Greens, Pecan Pie, etc. Ann's is located in the now unmanned tower building next to Sundance Aviation. Fly on over to Richland and experience food unique to the Northwest!



Inside Ann's Best Creole & Soul Food, newest restaurant on the Richland Airport

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Green River Chapter Christmas Party and Fundraising Auction

By Shane Mahoney, President, Green River Chapter WPA

At the end of each year we use our December Chapter meeting to have some fun and fundraise for the good of the community. For several years we had a dinner and collected 'Toys for Tots.' We would also sell 50/50 tickets to fund a \$1000 scholarship we

voice well known to some of our members. It even drew me onto the dance floor. If anyone needs pictures to put any Green River Chapter members on the spot, I may have them.

Perhaps the best part of the evening was



Desert Auction Action – only a Linda Latta cake could go for \$1,000

awarded each year. In recent years we have turned this event into more of a full-fledged party with a fundraising auction. A couple years ago we were able to provide two \$1000 scholarships as membership and attendance

the auction. Ahead of the evening, several of the ladies made cakes and deserts to auction off and members participated in soliciting donations. I want to thank the ladies and everyone who provided items. It shows what a group can accomplish! Thank you to all of the individual donors, too many to list. And to these commercial donors: Clay Lacy, GA News, Spencer Aircraft, SIM Flight Center, Longhorn Catering, Kelly's Mercantile, Steven Sogura, Airport Management Group LCC (Auburn location), now who have I forgotten?



Judy Sindlinger enjoys Elvis up close and personal

Curt Scott was the auctioneer with Donn Bauer as the guest auctioneer for a few special items. They did a wonderful job! I had no idea one cake was worth \$1000 and a photograph worth \$1200. Yes, we raised a lot of money! Standing in the front of the room was a special privilege as I was able to see so many laughing and so many expressions.

started to increase.

I wish I had a picture of the faces during the cake auction. So much fun...

This year was no exception, in fact it was exceptional. The party was a smashing success complete with food, live music, and dancing. Elvis was in the house with Steven Sogura behind the makeup. Steven is a professional 'Elvis' with a beautiful

It is absolutely impressive what the WPA does. It is not just about flying and protecting aviation interests. We support our local businesses, our community, and they support us. It is a wonderful life we live!

Nominations for WPA Officers and Directors are Open

The nominating committee for the WPA consists of the following officers:

Past President	Dave Lucke	DLucke@Comcast.net
VP West	Jim Posner	JimPosner@Comcast.net
VP East	Darold Schultz	daroldschultz@hotmail.com

The nominating committee would like to submit the following list of people that have submitted their names to fill positions that are open this election cycle. Please respond to any member of the committee should you be interested in serving on the WPA Executive Committee

President	Vacant, need someone
Secretary	Donna Childs, Spokane Chapter
VP East	Tom Morris, Spokane Chapter
Airport Affairs	Tom Jensen, Green River Chapter
Membership	Brandon Freeman, Paine Field
Safety & Ed	Ken Davies, Skagit Chapter

Please submit your nominations to any committee member. See you at the annual meeting !!!

AVIATION ACTIVITY CALENDAR

Chapter Presidents, please verify time and location of meetings. Any changes contact DLucke@Comcast.net

FEBRUARY 2016

Wed Feb 3	6:30 - 8:30pm	Arlington Chapter Meets Buzz Inn Restaurant at 5200 172nd St NE in Arlington (Arlington)
Thu Feb 4	7 - 10pm	Museum of Flight Wells Fargo First Thursday KBFI (Museum of Flight)
Fri Feb 5	10am - 1pm	Arlington Chapter Meets - Arlington Flight Services Flight School (Arlington WPA)
Sat Feb 6	10am - 12pm	Shelton Chapter Meets - Sandersons Pilot Center (Shelton Chapter)
Sun Feb 7	All day	50th Super Bowl - EAA Super Bowl Party and Chili Feed (Spokane Chapter)
Tue Feb 9	6 - 8pm	Twin Harbors Chapter Meets - Ocean Shores, TBD (Twin Harbors Chapter)
Thu Feb 11	6 - 8pm 7 - 9pm	Anacortes Chapter Meeting - Micro Aerodynamics hangar on the airport. (Anacortes Chapter) North Sound Chapter Meets - Whatcom Educational Credit Union (North Sound Chapter)
Fri Feb 12	12 - 3pm 7:30 - 9:30pm	Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter) Green River Chapter Meets - Evergreen Sky Ranch (51WA) (Evergreen Chapter)
Sat Feb 13	All day 10am - 12pm 10am - 12pm	WAAAM Air and Auto Museum Open House - K4S2 - Ken Jernstedt Airfield - Hood River (WAAAM Air and Auto Museum) Harvey Field Chapter Meets - Snohomish Flying Service (Harvey Field) Shelton Chapter Meets - Sandersons Pilot Center (Shelton Chapter)
Tue Feb 16	8 - 10pm 8 - 10pm	Olympia Chapter Meets - @ Pearson Air Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket
Wed Feb 17	6 - 8:30pm	Spokane Chapter Meets - Mirabeau Park Hotel, 1100 N Sullivan (Spokane Chapter)
Thu Feb 18	7:30 - 10:30pm 8 - 10pm	Yakima WPA/EAA 206 Meets - KYKM - Hangar 1 at the Yakima Air Park, off Ahtanum Blvd. on 21st Ave (Yakima WPA regular meeting) Clallam County Chapter Meets - @ Rite Bros. Aviation (Clallum County Chapter)
Fri Feb 19	12 - 3pm	Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter)
Sat Feb 20	10am - 12pm	Shelton Chapter Meets - Sandersons Pilot Center (Shelton Chapter)
Wed Feb 24	7:30 - 10pm	Tri Cities Chapter Meets - Bergstroms (KPSC) (Tri Cities Chapter)
Thu Feb 25	6:30 - 8:30pm	Deer Park Chapter Meets (Deer Park)
Fri Feb 26	12 - 3pm	Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter)
Sat Feb 27	9 - 11am 10am - 12pm	Pendleton EAA219 Pancake Breakfast - Pendleton, OR KPDT (Pendleton EAA 219) Shelton Chapter Meets - Sandersons Pilot Center (Shelton Chapter)

MARCH 2016

Thu Mar 3	All day	Annual Safety Stand Down - Spokane Felts Field (Moody Aviation)
Fri Mar 4	All day 12 - 3pm 6:30 - 8:30pm	Annual Safety Stand Down - Spokane Felts Field (Moody Aviation) Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter) Paine Chapter Meets - KPAE (Paine Chapter)
Sat Mar 5	All day 10am - 1pm 10am - 12pm 5 - 8pm	IA Seminar - Spokane Felts Field (Spokane FSDO and Moody Aviation) Arlington Chapter Meets - Arlington Flight Services Flight School (Arlington WPA) Shelton Chapter Meets - Sandersons Pilot Center (Shelton Chapter) Annual WPA Scholarship Awards Banquet - Mirabeau Park Hotel (Spokane Chapter)
Tue Mar 8	6 - 8pm	Twin Harbors Chapter Meets - Ocean Shores, TBD (Twin Harbors Chapter)
Fri Mar 11	12 - 3pm	Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter)
Sat Mar 12	All day 10am - 12pm 10am - 12pm 5 - 8pm	WAAAM Air and Auto Museum Open House - K4S2 - Ken Jernstedt Airfield - Hood River (WAAAM Air and Auto Museum) Shelton Chapter Meets - Sandersons Pilot Center (Shelton Chapter) Harvey Field Chapter Meets - Snohomish Flying Service (Harvey Field)
Wed Mar 16	6 - 8:30pm 8 - 10pm 8 - 10pm	Spokane Chapter Meets - Mirabeau Park Hotel, 1100 N Sullivan (Spokane Chapter) Olympia Chapter Meets - @ Pearson Air Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket
Thu Mar 17	6:30 - 8:30pm 7:30 - 10:30pm 8 - 10pm	Okanogan and Ferry County Chapter Meets - Rotates (OKANOGAN & FERRY COUNTY) Yakima WPA/EAA 206 Meets - KYKM - Hangar 1 at the Yakima Air Park, off Ahtanum Blvd. on 21st Ave (Yakima WPA regular meeting) Clallam County Chapter Meets - @ Rite Bros. Aviation (Clallum County Chapter)
Fri Mar 18	12 - 3pm	Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter)
Sat Mar 19	10am - 12pm	Shelton Chapter Meets - Sandersons Pilot Center (Shelton Chapter)
Wed Mar 23	7:30 - 10pm	Tri Cities Chapter Meets - Bergstroms (KPSC) (Tri Cities Chapter)
Fri Mar 25	12 - 3pm	Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter)
Sat Mar 26	9 - 11am 10am - 12pm	Pendleton EAA219 Pancake Breakfast - Pendleton, OR KPDT (Pendleton EAA 219) Shelton Chapter Meets - Sandersons Pilot Center (Shelton Chapter)

SEE MORE AT WPAFLYS.ORG

POST YOUR EVENT TO THE CALENDAR!!

Have an event coming up?

Go to: <http://bit.do/wpacalendar> and post your event!