



Wings

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October-November 2011



President’s Message

FAA says LightSquared plan costly, threatens NextGen

Dave Lucke, WPA President

In a detailed analysis of the impact of LightSquared’s proposed nationwide Internet service on U.S. civil aviation, the FAA has estimated that the resulting interference to GPS would lead to 794 deaths, a \$70 billion loss in aviation capabilities and the addition of 30 million tons of CO2 emissions over the 10 years



Dave Lucke, WPA President

following LightSquared’s transmission launch. “The effects of LightSquared deployment would be far-reaching and potentially devastating to aviation,” according to the FAA. Associated impacts over that period include the loss of benefits from delays in NextGen developments and implementation, retrofit costs across the aviation’s entire fleet, reversion to ground-based navigation aids and the loss of overall GPS efficiency and safety benefits following the withdrawal of satellite based procedures. The FAA analysis was requested by the Executive Office of the President’s Space Based Positioning, Navigation and Timing Group.

The loss of life potential is particularly alarming, yet it is derived from the FAA’s well documented fatality rates of the pre-GPS era, and is largely based on general aviation accident statistics, with just 64 deaths being attributed to airlines.

The FAA report, marked Final, was leaked to interested parties in late July, and has been widely circulated. Several federal government departments and agencies were also asked to submit LightSquared

impact reports.

Gen. William Shelton, head of the Air Force Space Command, told House members in a classified briefing in August that he was pressured to change prepared congressional testimony in a way that would favor LightSquared. Several House members have raised questions about whether the project pursued by LightSquared, is being unduly expedited by members of the current administration, which has pushed for national wireless network upgrades.

A source familiar with the technology submitted testimony LightSquared spectrum would be 5 billion times stronger than the military’s GPS system, rendering the military’s system almost useless. Gen. Shelton, in testimony before a House Armed Services subcommittee, refused to suggest that interference problems could be mitigated, as he allegedly was being pressured to say.

Military training that relies on precision GPS, such as dropping ordnance, potentially could cease to exist in the United States. A House Armed Services Committee staff member confirmed when asked whether he was pressured to change public testimony he had prepared for the hearing, Shelton said he was “being asked to say things he didn’t agree with.”

At the House subcommittee hearing,

which focused on strategic forces and sustaining GPS for national security, Michael Turner lashed out at the Obama administration for its acceptance of LightSquared proposals. He took aim at FCC Chairman Julius Genachowski, a longtime basketball friend of President Obama, for not showing up at the hearing and for granting a waiver to LightSquared on Jan. 26.

“I trust Chairman Genachowski is doing something very important this morning if he couldn’t be here to discuss the significant harm to national security that may result from the FCC’s action,” Turner said.

Everyone will be affected if LightSquared is allowed to implement their 4G network. In a Wall Street Journal article, 30 Sep, “Teaching Drones to Farm”, the author, Ian Berry, discusses how two companies, Kinze Manufacturing and Jaybridge Robotics plan to use GPS to allow agribusiness entrepreneurs, (aka farmers), to operate several machines remotely. They make it very clear that the system proposed by LightSquared would disrupt the GPS signals and make the remote operation impossible.

Les Smith, WPA Director at Large wrote letters to our Washington State Senators. His letter, and the responses are printed below for your review.

Washington Senators respond to call to action on LightSquared issue

Back in mid-May, AOPA online described some of the current actions underway, surrounding the LightSquared threat to GPS:

On behalf of the aviation industry, AOPA and fellow coalition members ATA, EAA, GAMA, NATA, and NBAA have been working to rally more members of Congress to the cause of ensuring the integrity of GPS. “This is a matter of serious concern to the aviation industry and much of U.S. commerce, and we respectfully request that you require the FCC to take all steps necessary to protect the GPS,” the aviation coalition members wrote in the May 10 letters to the House and Senate.

The letter to senators urged them to cosign a letter that Sens. Pat Roberts (R-Kan.) and Ben Nelson (D-Neb.) are circulating, calling on the FCC to ensure that GPS “is not compromised in any way.”

I decided to add my encouragement to our Washington Senators, Patty Murray and Maria Cantwell, to also cosign the letter being circulated. Because both Senators use online forms for email from their constituents, I do not have the original text that I sent to them on this subject.

from Senator@murray.senate.gov
to lesmithjr@gmail.com

Tue, Jun 14, 2011

Dear Mr. Smith:

Thank you for writing to me to ask that I join my colleagues in a letter to Federal Communications Commission Chairman Julius Genachowski regarding the Global Positioning System (GPS). It was good to hear from you.

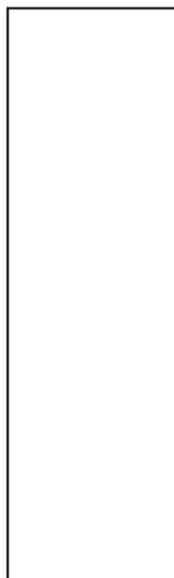
As your Senator, I work hard to ensure that Washington citizens have a voice in federal funding decisions. As a member of the Appropriations Committee, I work in conjunction with my fellow subcommittee chairs and the Chairman of the Committee to set priorities for federal funding. As a senior member of the Appropriations Committee, I raise the concerns and needs of my constituents directly with my fellow chairs and typically do not sign “Dear Colleague” letters.

As the Senate continues to set funding priorities for fiscal year 2012, I will continue to fight for projects that are important to Washington State and make those priorities known to my fellow members of the Appropriations Committee. Please know that as I do this, I will keep your views on the Global Positioning System (GPS) in mind. I recognize the importance of reliable GPS for industry, agriculture and aviation.

If you would like to know more about my work in the Senate, please

(Continued on page 2)

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Washington Senators respond

(Continued from page 1)

feel free to sign up for my weekly updates at <http://murray.senate.gov/public/index.cfm?p=GetEmailUpdates>. Again, thank you for taking the time to share your thoughts with me.

Sincerely,
Patty Murray
United States Senator

from Maria_Cantwell@cantwell.senate.gov

to lesmithjr@gmail.com

Fri, Aug 5, 2011

Dear Mr. Smith,

Thank you for contacting me about LightSquared and its proposal to the Federal Communications Commission (FCC). I appreciate hearing from you on this issue, and I regret the delayed response.

Since 1996, LightSquared (and its predecessor companies) have provided voice and low-speed data services to customers using satellite-based communications. In 2004, the FCC granted the company the authority to operate a ground-based voice and data communications network that would be integrated with the satellite service. Customers would have to have a device that operates in a dual mode. Because the FCC issued licenses for satellite spectrum in this frequency band in such small blocks, it was not commercially feasible for the company to use its authority. Over time, LightSquared coordinated with other license holders in the frequency band to assemble a block of spectrum large enough to provide broadband service.

Last fall, LightSquared petitioned the FCC to modify its authority for operating its integrated satellite / ground-based network to accommodate its new business plans to provide high-speed ("4-G") broadband service on a wholesale basis. It asked for permission to offer wholesale service using ground-based only devices, rather than having to integrate both the satellite and ground-based services. The Global Satellite Position (GPS) industry and many users of services relying on receiving GPS signals expressed concerns to the FCC over the proposal due to the possibility of LightSquared's broadband network interfering with GPS signals. The frequency band used for GPS services is adjacent to the frequency band LightSquared wants to use for broadband. In January 2011, the FCC granted LightSquared a waiver of certain rules for operating such an integrated service, but conditioned the approval on the company satisfactorily resolving issues over potential interference to GPS systems. The FCC required the formation of a technical working group co-chaired by LightSquared and the United States Global Position System Industry Council to analyze the potential of interference from LightSquared's ground-based network and make specific recommendations to mitigate potential interference to GPS devices.

This report was submitted to the FCC on June 30, 2011. It identified significant issues related to the potential LightSquared broadband operations that are closest to the frequency band used by GPS. The working group tested more than 130 devices in seven different receiver categories and found potentially significant interference for GPS receivers with weaker signals such as cars, boats and agriculture equipment.

LightSquared subsequently submitted three recommendations to address the problems found by the working group. The recommendations are to (1) operate at a lower power level than permitted by its existing FCC authorization, (2) agree to a standstill in the sections adjacent to the GPS band and (3) share the cost of underwriting a workable solution for small precision measurement devices (boats, cars, agriculture) that are currently at risk for interference.

The FCC allowed public comment on these recommendations until July 30, 2011. It is not yet clear when the FCC will make a final ruling on LightSquared's proposal.

Thank you again for contacting me to share your thoughts on this matter. You may also be interested in signing up for periodic updates for Washington State residents. If you are interested in subscribing to this update, please visit my website at <http://cantwell.senate.gov>. Please do not hesitate to contact me in the future if I can be of further assistance.

Sincerely,
Maria Cantwell
United States Senator

For future correspondence with my office, please visit my website at <http://cantwell.senate.gov/contact/index.html>

While Senator Murray may not participate in "Dear Colleague" letters, she at least displayed an awareness of the importance and relevance of the issue. Senator Cantwell's response, however, seemed entirely unsatisfactory. I was compelled to respond:

from Les_Smith_lesmithjr@gmail.com

to Maria_Cantwell@cantwell.senate.gov

Sun, Aug 7, 2011 at 12:38 PM

I wrote to you to encourage your support in assuring the integrity of GPS for the millions who rely on it in diverse industries such as aviation, shipping, and agriculture. The list goes on, but GPS technology use is so widespread as to be considered pervasive. The threat presented to GPS by LightSquared is not simply a hindrance to commerce, but represents a threat to public safety.

With this in mind, I was disappointed to read your response, which essentially chronicles what has transpired from a distinctly LightSquared perspective.

Please reconsider your perspective and reexamine the issue before us presented by LightSquared's plans.

regards,
Les Smith
Director at Large
Washington Pilots Association

home address:
6411 Pinehurst Ct
Mukilteo, WA 98275

Nothing further has been heard from Senator Cantwell's office.

Les Smith
Paine Chapter

MEMBERSHIP RENEWALS

Membership renewal notices will be going out soon and we would like to encourage everyone to renew on-line and make sure the contact information is accurate. We will be using email frequently for legislative alerts and other information. Also, several WPA chapters have gone exclusively to an email newsletter. If the information in the database is not accurate we are limited in how to contact you.

The RAF Won the \$10,000 Grant!

The votes are counted and the Recreational Aviation Foundation is the recipient of a Lightspeed Aviation Foundation Pilot's Choice Award. The winners were announced at the AOPA Summit in Hartford Connecticut. RAF President John McKenna was on hand to accept the grant presented by Allan Schrader, Founder and President of the Lightspeed Foundation. According to John, "We work hard for every dollar raised and even harder to make sure donor dollars are spent effectively. The aviation community has spoken, you like the RAF and we like that! Now it's back to work preserving, maintaining and creating public use recreational and backcountry airstrips around the nation. Thanks to all who made this possible."

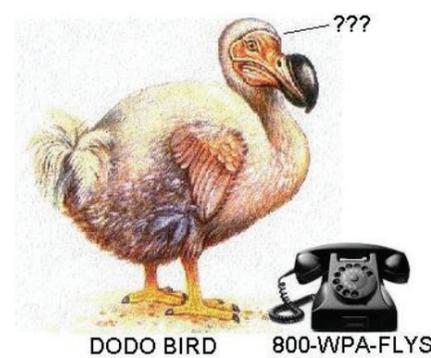


800 WPA FLYS disconnected

By Tom and Nancy Jensen, 800 number.

The Dodo Bird had a great run, ending in 1681, ending up as big BBQ'd drumsticks for hungry Portuguese sailors.

The WPA 800 number has also had



a great run and was an essential means of serving members and connecting with future members for over 30 years.

We have been answering it for over 12 years and have seen a steady decline in genuine WPA-related calls.

More recently there have been "hangups" at all hours which appear to be computer generated. (We are charged for these calls in addition to legitimate calls.)

At the recent board meeting, we proposed to drop the 800 number but will still answer for WPA on 253-833-6777. We aren't on Facebook yet, but a majority of WPA business is currently handled by email. All state and chapter officers are available via the WPA website. Stuart Island information and reservations may be made by email or phone under the "Contacts" tab on the web page.

New Owner for Sisters, OR Airport, 6K5

The airport in Sisters, Oregon has always been privately owned and open to the public. One of my clients, EnergyNeering Solutions, Inc. has their corporate office on the airport. Fellow pilot buddy and owner of EnergyNeering Solutions, Inc. Benny Benson, bought the airport as of 1 October.

Benny and I work on landfill gas projects, "Turning decomposing pampers to electricity". The firm is growing rapidly. They recently hired three mechanical and electrical engineers.

Benny has had a 1964 C-182 for a few years but the company needs a more capable airplane. The recent addition is a 1981 A36TC. Next maybe a light jet ???

We have completed a few projects and have current projects in Leon and Mexico City, Mexico; Roseburg, Oregon; Lincoln, California, and a digester gas project south of Boardman, Oregon. I like working with

these young engineers because it gives me hope that there will be somebody working to pay my social security.

Sisters is a nice place full of earth muffin, granola crunching fish kissers. They barely tolerate rednecks like me. The runway has a few minor challenges: landing on runway 20, there is rising terrain and trees on the approach. There is also a pretty consistent 10-knot crosswind. It's always a catfight getting the airplane to the ground, but great practice.

Benny promises they will be putting airport information on their website: EnergyNeeringSolutions.com. You can always call at 541-549-8766. Tell them Suertudo Dave sent you.

Dave Lucke, WPA President

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WASHINGTON PILOTS ASSOCIATION



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Submissions are welcomed!

Please send articles via email to:

wpawings@wpaflys.org.

Send typewritten or handwritten articles to:

WPA Wings, 21308 SE 215th St.,

Maple Valley, WA 98038.

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.

Send letters to: wpawings@wpaflys.org, or via postal mail: WPA Wings, 21308 SE 215th St., Maple Valley, WA 98038. 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.

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Be smart, and please fly safely.

Bremerton Chapter Hosts 15th Annual Fly-In

Jim Swartwood, Chapter Treasurer

On Saturday, September 3rd, the Bremerton Chapter of the WPA and the Port of Bremerton hosted their Fifteenth Annual Bremerton Blackberry Festival Fly-In. It was a beautiful day and the public responded to make it one of the best-attended fly-ins in recent memory.

WPA member Doug Haughton organized a car show that attracted 150 participants. The car show entry fees brought in a donation of \$890 for the Bremerton Chapter's scholarship fund.

The Westsound Military Vehicle Club brought in their Jeeps, trucks, transporters and personnel, setting up camp near the vehicle entrance gate to the flight line.

The Coast Guard flew in their SAR helicopter from Port Angeles and the Navy flew theirs from NAS Whidbey for the day.

Dave Desmon brought in a flight of five aircraft from Cascade Warbirds for part of the day and they made a formation flyby on departure that wowed the crowd. Roger Collins from the Paine Field Chapter displayed his immaculate T-28C.

Almost 20 pilots registered for the free aircraft judging and award certificates went to the winners in each category. All pilots who flew in received free tickets for the shuttle bus to the Blackberry festivities on the boardwalk in downtown Bremerton and for a free cup of coffee at the Airport Diner. Longest distance flown was awarded to Jim Herbert who came down from Calgary, Alberta.

Local Bonanza pilots did a formation flyby for those on the Bremerton boardwalk, and a crowd of thousands of festival goers there.

Bremerton's EAA Chapter 406 took 130 kids on Young Eagles flights during a long day of flying for their pilots. Peninsula Helicopters was busy taking people up on helo rides until late in the afternoon. Avian Flight Center was also offering rides for those interested.



Cadets from the Civil Air Patrol provided aircraft marshaling and security, and directed the parking of cars for people who drove in for the day. Avian and the Port of Bremerton provided a BBQ lunch for the cadets and other fly-in staff.

It took a lot of planning, preparation and coordination among all who helped put the fly-in together and the results were well worth the effort.

The Chapter looks forward to hosting the 16th annual fly-in on Saturday of next year's Labor Day weekend - September 1, 2012. Please plan to join us for a day of excitement, camaraderie and fun.

Tristan Atkins named director of the WSDOT Aviation Division

A veteran of aviation, Tristan Atkins was recently named director of the Aviation Division at the Washington State Department of Transportation (WSDOT).

"Tristan is a proven leader and brings with him great enthusiasm for our state's aviation system," said Secretary of

Transportation Paula Hammond. "With his vast knowledge of aviation, he will be a tremendous asset to our strong team in the division and we're excited to have him onboard."

Atkins is a 25-year veteran of the Washington State Patrol, where he was commander of the aviation section for 10 years. And, he recently retired from the Washington Army National Guard as a colonel, having served as an Army aviator for nearly 24 years. Atkins is a commercial pilot, instrument rated in single and multi-engine airplanes and helicopters.

In his new role, Atkins will continue the work to better integrate aviation with the state's other transportation modes such as highways, rail and ferries, supporting WSDOT's overall mission of maintaining a reliable, responsible and sustainable system.

Atkins replaced retiring John Sibold and started work on August 23rd in the Aviation Division's Arlington headquarters office.

Gov. Chris Gregoire recognized Atkins' leadership skills by awarding him the 2010 Governor's Award for Leadership in Management.

The Aviation Division is responsible for protecting and preserving the state's system of 138 public use airports. To learn more, visit www.wsdot.wa.gov/aviation.



Tristan Atkins



15400 Airport Drive
Burlington, WA 98233

CONTACT:

Patsy Martin, Executive Director
(360) 757-0011

Port Purchases Property Adjacent to Airport for Buffer

Burlington – The Port of Skagit has purchased a 95-acre parcel abutting port property on the east side of Skagit Regional Airport and backing up on the Skagit Golf and Country Club.

The land, purchased from Idaho resident Henry Van Pelt for \$485,100, will help to secure the airport from encroachment of residential development under the landing pattern, said Patsy Martin, executive director of the Port of Skagit. Further benefits from the purchase include the following:

- The Van Pelt property is under two safety zones for the airport's main runway. The area needs to be kept clear of development that might create potential hazards to flight, such as bird strikes, smoke or electronic interference with air navigation.
- The property also needs to be protected from development that is particularly sensitive to noise, including residential housing, in compliance with the FAA Integrated Noise Model, a part of the Skagit Regional Airport Master Plan Update, adopted by the Federal Aviation Administration in 2007.
- The property currently is zoned for industrial use, which fits the port's mission and purpose. Under port ownership, it would not be subject to potential rezoning to allow residential development or other uses incompatible with the airport's continued operation.
- Acquiring the property would give the port the potential use of about 13 acres for wetland restoration. This could be used for mitigation to open more suitable property at the airport for development.

Current port plans call for developing Skagit Regional Airport as a hub for corporate and private business aviation. The port does not expect to pursue regularly scheduled airline service at the airport in the foreseeable future. But it is likely that air traffic – including corporate jets – will increase in the coming years.

With increased operations at the airport, it is also likely that further build-out of the airport and adjacent Bayview Business Park properties will occur, producing increased employment opportunities in Skagit County.

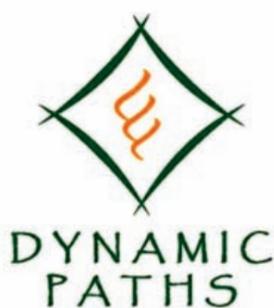
About the Port of Skagit: Guided by the mission "Good Jobs for Our Community," the Port of Skagit owns and operates three key facilities: the Skagit Regional Airport, the Bayview Business Park and the La Conner Marina. Combined, these three facilities are home to more than 80 businesses that employ in excess of 1,000 people.

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WPA Chapters Around the State

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

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

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

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

DEER PARK - Deer Park chapter meets at the Deer Park Airport (KDEW) Administration Building on the last Thursday of the month, except in February, November and December. The Administration building is located near the south end of the airport. A potluck dinner begins at 6:30 pm, with an aviation-related program beginning at 7:15, followed by a short business meeting. Guests are always welcome. *For more information about Deer Park chapter and its activities, please contact Darold Schultz at 509-999-5835.*

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

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

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

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

486-4502. Anyone in the Twisp area on Friday night is encouraged to come by the airport. Pilots gather every Friday night. Contact Bob Hoffman for more information - 509-997-8141.

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

PAINE FIELD - The Paine Field chapter meets the first Friday of most months for dinner and an aviation related program. *For detailed information on the monthly meeting and other chapter activities including group flyouts, maintenance seminars and special programs visit www.wpaflys.org/chapters/paine or send email to paine-president@wpaflys.org*

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

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

SPOKANE - Meetings of the Spokane Chapter are usually held on the third Wednesday of each month over dinner at Timber Creek Grill, beginning at 6:00 pm., located at 9211 E. Montgomery Drive, Spokane Valley 99206. 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 Tom Morris, tzmorris@comcast.net or call 509-924-5544.*

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

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

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.*

The Spokane Chapter held its annual "Veterans Fall Foliage" flight

By Geoff Beth

The Spokane Chapter held its annual "Veterans Fall Foliage" flight October 1st to an incredible turnout of eager veterans assembled by the V.A. at Felts Field ready to enjoy aerial autumnal views of the Inland Northwest. Despite heavy rain at dawn, 26 veterans, 12 pilots and 8 aircraft took to clearing skies just after 0930 to be treated to the scenic splendor of North Idaho, Silverwood, Mt Spokane and Lake

Coeur D'Alene in search of fall colors. Felts controllers Doug and Kelly were extremely accommodating despite the busy tarmac and fancy footwork needed to move us. Equally accommodating were event contributors Western Aviation and Inland Helicopter. Western provided the hangar for the vets to enjoy a Subway Lunch, and Inland moved their equipment around to accommodate us on their ramp.

Now in its 22nd year, the Fall Foliage Veterans flight started by Mike and Chuck Eller as "a way to give back to our local veterans" has continued despite economic challenges, relocating pilots, and the always-iffy fall weather. Flown entirely by the generosity of local pilots who donate time and aircraft, the feeling received at seeing hearts touched by this simple gesture alone, is immeasurable. V.A. Director Pam Wick said, "Most of these vets have never done anything like this before and they

were so excited and thrilled to have gotten the opportunity. Thank you (WPA) for your time, generosity, and know we truly appreciate all the pilots involved."

Rewarded with hugs, handshakes and lots of back patting, the pilots were sure the vets enjoyed their ride. Taking part always changes WPA members' lives a little, but being left with a smile a mile wide, it is truly worth the time and effort involved. If you have time or just some fuel to burn and want to change the world for the often over-looked... come fly a vet!

On a personal note: I want to thank former chapter president Tom Morris, who was to have flown one more airline flight before retiring his 18,000hr logbook from

the Airbus, unfortunately came down with a cold and could not fly it. He still came and donated his own plane for the event. THEN when the winds came up GUSTING 35 and I wasn't so sure about the direct x-wind component in the 172 at Spokane International's only open RWY 7/25... He offered (I gratefully accepted) to fly right seat with me so 036 could be returned on time. He NAILED it, his last 'official' landing from the right seat while still technically employed as an airline pilot. Talk about true honors, that day. I was there.

- Geoff Beth

*Comprehensive photos/slideshow/credits posted: www.av8news.net



Pilots: Marian Heale, Gary White, Dana Newcome, Geoff Beth, Paul Vietzke, Terry Newcomb and Dan Melville Ground crew: Tom Morris, Duane Lukan & Carolyn White.

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Land Use Reform ... Who needs it?

John Dobson, WPA Past President

At what point in time does residential encroachment become incompatible? For those of us who fly we understand the issues between airports and surrounding residents. We know all too well those issues often lead to conflict. And that conflict will:

1. Degrade Airport Operations
2. Impede Airport Operations
3. Hamper Economic Development
4. Reduce Neighborhood Quality of Life

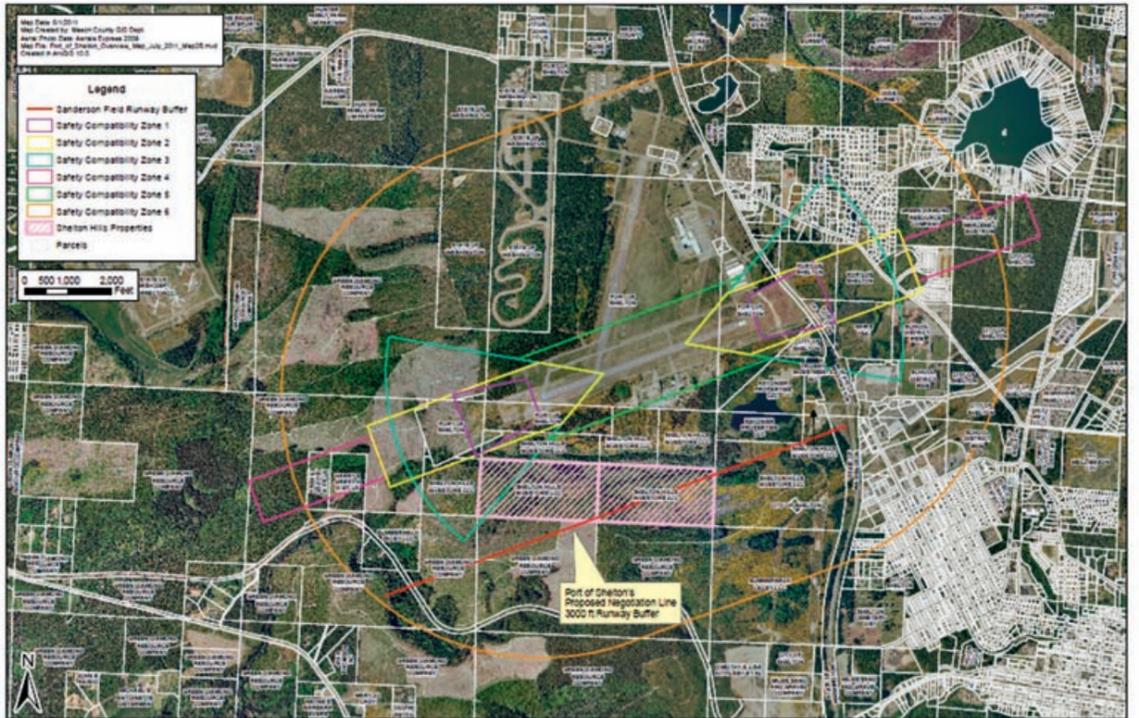
So what is that "bright line" that says this development is OK and that development is not?

The arguments being presented in the Port of Shelton vs. the City of Shelton litigation should be a wakeup call for both sides of the land use debate . . . be you a property rights advocate or a true believer in the value of aviation. Set aside the personalities in this case and look at the framework of the debate.

The **Growth Management Act** of 1990 talks at length about the "Siting of Essential Public Facilities". And RCW 36.70.547 requires cities and counties, ". . . through its comprehensive plan and development regulations, discourage the siting of incompatible uses adjacent to such general aviation airports".

The **FAA** presents to airport operators a grant funding agreement that among other items requires the airport sponsor to, ". . . to take appropriate action . . . including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations . . ." And, **WSDOT Aviation Division** is tasked with providing technical assistance to local agencies.

One might think that with all of this "legal guidance" no planner would ever suggest that residential development in proximity to an airport is appropriate. And therein lays the crux of the problem. The Growth Management act used the word "discourage". The FAA used the words "restrict" but takes NO action when local authorities disregard their advice. And WSDOT-AD is there for technical assistance. Where in law does it



say "prohibit"? Where in law does it say the Aviation Division knows best? And where is the FAA when locals do wrong? So we turn to the judicial system to sort through all of this legal verbiage.

Indeed what is missing in the law is common sense. Take a look at the attached photograph. Look at the Noise and Safety Overlays. Take note the Red Line parallel to the runway. It is located 3000 feet to the South of the runway and crosses through the 160 acres of land said by the City and the developer to be appropriate for residential development. If you show this drawing to the average citizen the majority will ask, "Are you kidding"? Even a blind squirrel can see this proposed development is incompatible.

Port Commission votes to not seek FAA funding for Grove Field Airport

Decision was unanimous

Camas-Washougal Post Record, By Dawn Feldhaus, Tuesday, July 19, 2011

The disappointment was obvious Tuesday night among area pilots, after they heard the Port of Camas-Washougal Commission vote 3-0 to not apply for \$10 million from the Federal Aviation Administration to pay for improvements at Grove Field Airport.

After the commissioners' meeting ended, the pilots gathered in the front lobby of the port office building and scheduled an impromptu meeting of their own at the Adams Street Bar and Grill, in downtown Camas.

"This is a great disappointment," Dick Martin, a pilot for 43 years, said regarding the commission's decision to not have Grove Field become an FAA-obligated airport. "It is a nice, quiet airport, but it needs improvement. The runway is relatively narrow.

"If they had a more attractive airport, it could attract maintenance and flight schools," he added.

Correcting the airport's design standard deficiencies would involve widening the runway to 60 feet, lengthening the runway to 3,070 feet, clearing obstructions within the airport's runway safety area and shifting the runway to meet center line/taxiway separation standards. Relocating Delp Road would involve digging a tunnel.

The application and subsequent approval for state and federal funding would have paid for 97.5 percent of the costs.

Prior to making his motion, Commissioner Bill Ward said he recently learned that if any FAA funding were used for the purpose of land acquisition, the obligation to operate the airport would continue in perpetuity.

"This obligation would not be discharged by repaying those funds," he said. "The port would be locked in. Grove Field borders the urban growth boundary of Camas."

Ward said it would not be in the best interest of the port to become an FAA-obligated airport.

"It could place the port in unacceptable jeopardy," he added.

Doug Anderson, a pilot, told commissioners after the vote that they did not turn down general fund money. It was money obtained from sources such as aviation fuel taxes.

"This was an opportunity to get a piece of the pie," he said. "It will go to other airports now. Taxpayers now have to pay for improvements."

Grove Field Airport is located at 632 N.E. 267th Ave., in Fern Prairie.

Grove Field, Camas WA . . .DOA?

John Dobson, WPA Past President

"Port of Camas Washougal commission decides to not move forward with approved ALP"! What am I missing?

After years of hard work . . . the public, the community, County, City, State, and Federal Agencies all agreed that spending \$10.3 million from the Aviation Trust Fund (NOT local tax dollars) to realign and extend the runway to 3200 feet would be of great benefit to the community and the aviation transportation system.

God forbid three local Port Commissioners (do I smell local developers), whose primary responsibility is economic development, would turn the money down because it might obligate them to keep Grove Field open for the next 20 years. Do they have "other" plans to share with the rest of us?

- Grove Field (1W1), was founded in 1946. This NPIAS airport is strategically located near Vancouver, WA. This airport has terrific upside potential.
- Grove Field has 79 Port owned hangars and 9 new private hangars. 18 more are planned to be privately built in the next few years.
- The Port of Camas-Washougal has an approved Airport Layout Plan with narrative, which was approved several years ago by the Port.
- WSDOT Aviation strongly supports this project for its "need and purpose". The airport is identified in the Washington Aviation System Plan as a Community Service Airport and capable of supporting medium business aircraft.
- A multi-year, \$460,000 FAA funded DEIS was recently completed, with a Finding of No Significant Impacts.
- A diverse local advisory committee voted to move forward with the project.
- There have been well over 60 public meetings, open houses and public updates on this proposed ALP.
- A survey taken inside the Port's taxing districts in 2010 relayed overwhelming support for moving forward with the ALP.
- Local State Representatives, County Commissioners, Camas City Council members have expressed support in writing for this \$10.3M public infrastructure improvement project.
- The local pilot group and community, supports scholarships annually for local students to attend college in aviation related career fields.
- An adjacent 19 acres was recently rezoned from rural residential to Airport zone to allow for business growth in future.
- There is a new Fire/Rescue facility built directly adjacent to airfield as part of a partnership with the Port.
- Past Port commissioners have consistently supported the airport improvements with WSDOT funding for many years. Over the last Twenty years WSDOT Aviation has provided \$136,000 to support airport facility improvements.
- Much property has been purchased over many years to support the future of airfield operations.

Why would the current commissioners turn this down after years of meetings, when the community, state and federal agencies support it and are willing to fund it?

Why not invest this money in the community that's been set aside for just this purpose?

Why not build improvements for a safer, more capable airport?

Why not aggressively pursue new jobs and economic development at this facility?

What am I missing?

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1911-2011: The 100th Anniversary of The First Powered Flight in Snohomish County

Proclaimed at the time as a remarkable, perhaps unique event for a Northwest community the size of Snohomish, the first airplane flight in Snohomish County history occurred on the afternoon of Sunday, May 7th, 1911 on the Harvey Family Homestead Ball Park just north of the present Harvey Field runways. The Homestead was claimed in 1859 by John Harvey from England and the majority of the original 160-acre Homestead remains in the ownership of the Harvey Family, known today as Harvey Field.

At the controls was Fred J. Wiseman, a Californian who had been flying only a year but had some noteworthy achievements to his credit. In May of 1910 he piloted the first airplane built in California. In January of 1911 he placed second in an air race at Selfridge Field in San Francisco, competing against professional Curtiss pilots H.A. Robinson and Lincoln Beachey. At the same meet he ran up the longest sustained flight (more than six minutes) and spent a total of 49 minutes 43 seconds in the air, the greatest accumulated airtime of the entire contest. The following month, flying the same aircraft he later brought to Snohomish, Wiseman carried mail between Petaluma and Santa Rosa, a feat now recognized as the first airmail flight

in U.S. history.

Wiseman's airplane was a hybrid that combined features of the pusher/canard type biplanes built and flown by the Wright Brothers, Glenn Curtiss and French aviator Henri Farman. With a wingspan of 33 feet and a length of about 38 feet, it had about 400 square feet of wing surface. Power was provided by an 80 hp Hall-Scott overhead-valve V-8 engine that drove an 8-foot pusher prop at 1200 to 1500 rpm. The airplane was reportedly capable of 70mph and Wiseman proclaimed it to be "the fastest machine in the world."

Charles L. Young, Wiseman's advance man, was in Snohomish on the first of May to meet with Everett Chamber of Commerce secretary H.W. Patton and Giles Cook, president of the Snohomish Chamber. Under discussion was a plan for demonstration flights from Snohomish to Everett to take place during the upcoming weekend. While no suitable space for landings or takeoffs was found at Everett, the baseball grounds on the Harvey homestead across the river from Snohomish (today Harvey Airfield) appeared to be workable. The Harvey Ballpark stood between the river and the railroad tracks, south of the Avenue D Bridge and west of Avenue D, now Airport

"We thought all you had to do was build a kite and put a motor on it...but we found it was more complicated than that."



Road. The Great Northern Depot was close at hand, facilitating delivery of the crated aircraft and the ball field provided an enclosed area where an admission could be charged. The west wall of Harvey ballpark would be removed to allow Wiseman to lift off in that direction.

The airplane was delivered to Snohomish on Thursday, May 4th, 1911. Wiseman himself reached Everett the same day, having arrived in Seattle the night before aboard the Southern Pacific's "Shasta Limited" from California. The pilot was described by a local reporter as "a quiet, unassuming, almost reticent man with a wind-reddened face and serious brown eyes and a flashing smile..." He was accompanied by Don Prentiss, who was a key figure in the construction of the airplane. Prentiss proved to be a more articulate spokesman for the event, as well as an enthusiastic advocate of aviation and its future.

On Friday afternoon, as Wiseman and his crew assembled the aircraft and prepared for flight, wet weather threatened the proceedings. Heavy rainfall on Saturday morning resulted in cancellation of the free exhibition flight scheduled for 3:00 that afternoon. Prentiss explained that there had been no building available large enough to shelter the airplane and he feared that the glue holding the machine together might have softened. It was also noted that the fabric was saturated and the airplane was probably too heavy to fly until it had dried out somewhat.

Without the Saturday demonstration to spur ticket sales, Wiseman and company faced serious financial disappointment. As the hour for the Sunday flight approached only 416 people had paid the \$1.00 admission to enter the ballpark, where the fragile-looking biplane was resting at home plate. An estimated 4000 souls crowded various vantage points in the immediate vicinity to watch the show for free. Although the weather was tolerable, the ground was still saturated and to make matters worse, the engine was running badly. But Wiseman billed himself as the flyer with the money-back guarantee and the disgruntled pilot climbed aboard and taxied across the field.

After several attempts, Wiseman finally lifted off and headed westward, achieving an altitude of about sixty feet before the engine quit and he was forced to make a very rough landing no more than half a mile from the Harvey ball park grounds. The damage included a broken propeller blade and some

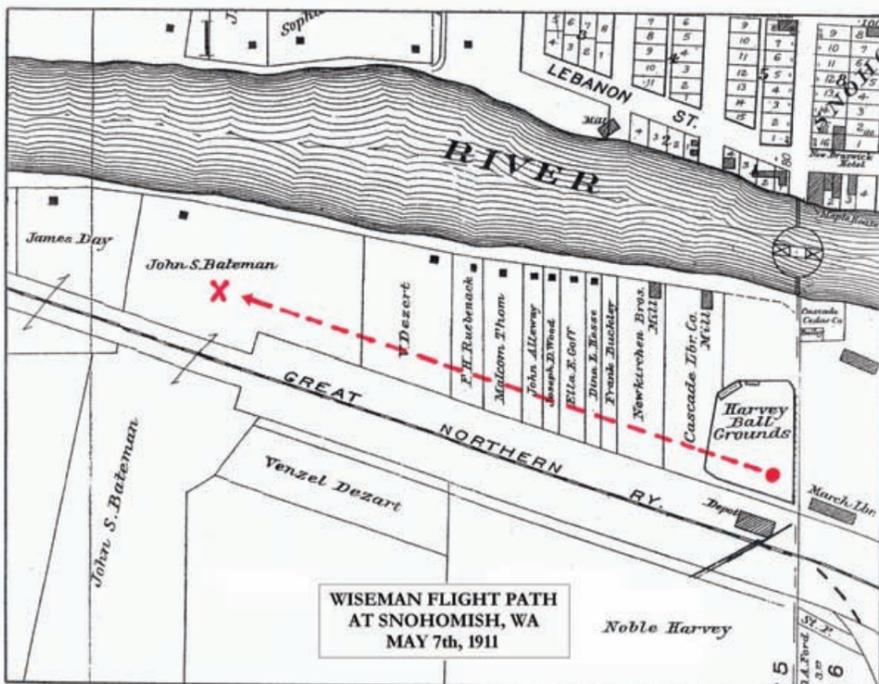
snapped struts but Wiseman was able to walk away, muddy but without serious injury. Some of the crowd reportedly carried chunks of the airplane away as souvenirs.

Notwithstanding the physical, financial and mechanical ill effects of the event, Wiseman and crew headed south to the state capitol. On May 18th several successful flights were made from a landfill on the Olympia waterfront. The pilot even took a movie cameraman aloft and the resulting footage, almost certainly the earliest aerial cinematography in Puget Sound history, was later shown at a local movie theatre.

Late in 1911 Wiseman decided to give up aviation and the airplane was sold to another California aviator named Weldon B. Cooke early in 1912. It was put on display at the Oakland Airport in the early 1930s. In May of 1947 the Smithsonian Institution officially recognized Wiseman's 1911 trip between Petaluma and Santa Rosa as the first airmail flight. In May of 1948 the Smithsonian acquired the airplane. Now known as the "Wiseman-Cooke" aircraft, the machine was restored by the National Air and Space Museum 1983-1985. Today it is proudly displayed in the Smithsonian's National Postal Museum in Washington, D.C.

Wiseman eventually became an executive for Standard Oil. He explained, perhaps tongue-in-cheek, that he didn't figure there was any future in aviation. He remained a favorite son of his old hometown, Santa Rosa, especially after his official recognition for the airmail feat.

He died in Oakland, California on October 4th, 1961, a month before his eighty-sixth birthday. Quoted late in life, he confessed "We thought all you had to do was build a kite and put a motor on it...but we found it was more complicated than that." *David Dilgard, Historian, Northwest Room, Everett Public Library Everett, Washington*



WSDOT Aviation Grant Recipients 2011

Grant Recipients 2002-2011

Airport Aid Grant Awards (2011-2013 Biennium)

2011 - WSDOT awards \$1,118,675 in first round of 2011-2013 Airport Aid Grants

ARLINGTON - Twenty-six Washington airports are slated to receive \$1,118,675 in the first round of state Airport Aid program grants for the 2011-2013 biennium. These funds will cover 32 airport projects across the state in the areas of pavement, safety, planning and security.

The Washington State Department of Transportation (WSDOT) Aviation also used about \$433,290 in state funds to leverage more than \$9 million in federal grants for Washington airports.

Funding Breakdown

Federal	\$9,314,561
State	\$1,118,675
Local	\$1,125,624
Other Sources	\$ 432,941
Total	\$11,991,801

WSDOT places a priority on maintaining strong airport pavements to preserve facilities and improve safety. Sixty-seven percent of these first round grant projects are focused on pavement.

Projects awarded

17 pavement	\$751,904
8 safety	\$245,270
4 planning	\$ 95,000
2 security	\$ 7,500
1 other	\$ 19,000

Exact grant amounts are subject to change according to final project bid totals.

WSDOT's grant program is funded through an 11-cent-per gallon fee on aviation fuel, along with aircraft registration fees.

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Flight to John Day, OR (GCD) 9/29/2011

Mike White, with input from Don Clayhold

At Don Clayhold's suggestion, we flew from Vista Field (S98) Thursday, Sept. 29. The stated goal was to see the much raved about new terminal / fire base building, reported recently in "AOPA Pilot". Another devious goal was to go flying on an excellent, well, almost, day.

Don flew his beautiful Glassair Sportsman, carrying Jack Moore. I flew over in my Cessna C-177B Cardinal to Vista from my home base, Richland, (RLD) to pick up Ed Keenan. All except Jack are WPA members and we're talking to him about that.

I took off first, headed south and asked Chinook for Flight Following to GCD. After I got my transponder code, Don also requested flight following. Chinook assigned him the same code. I asked Chinook about that and they asked us if we wanted to be a "Flight of Two". We agreed and Chinook asked Don to put his transponder on Standby. Although Don is a Commercial pilot, with years of experience, neither he nor I had done a "Flight of Two" before. Since I was No. 1, I did radio communications with Center. We used 122.75 Mhz as a plane-to-plane communications frequency.

We flew direct, 110 Nautical Miles south from Vista. On climb-out, at about 7000 ft., smoke odors were present. We leveled off at 7500 ft. Soon we were handed off to Seattle Center.

On the way there, we began to run into more and more smoke. GCD AWOS indicated light winds from 070°. Approaching the ridge north of town and the airport, I could not see the airport. Center asked me if I had the airport in sight. I reported, "Negative". Finally, 7 NM north of the airport, I could make out a runway, told Center I "had" it and began to descend over the ridge and made a turn right for a left downwind leg approach to runway 09. We were dropped from flight following and cleared to contact the Common Traffic Advisory Frequency (CTAF) and squawk the, standard, non-discrete, Visual Flight Rules (VFR) transponder code, 1200.

Grant County Regional Airport sits on a plateau high above the town of John Day, which is down in the John Day River valley, but the plateau is also below ridges to the north and south. John Day has a population of about 2000.

I had an uneventful landing as did Don, right behind me. We taxied to the transient parking area, secured our planes and walked to the Building. We were greeted by airport manager, Colin English, who explained the building and quickly handed us the keys to his best, of three, courtesy cars. He says the State encourages airports to provide courtesy cars. Colin told us that, probably, most of the smoke we had encountered was from "control burn" fires set by the USFS.

The building, financed by the US Forest Service and the State of Oregon with a very



Photo Courtesy of AOPA

small contribution by Grant County, is two and a half stories tall with the top, officially a "mezzanine" to avoid additional costs from code requirements. This mezzanine serves as a 360° observation platform. The second floor has a staffed USFS fire control center.

We drove down the twisty canyon-side road into town, and had brunch at "The Hideout" on Main Street. At Marjy Leggett's suggestion we drove the short distance to the Kam Wah Chung state park. Google it. This park honors the hundreds of Chinese who worked the gold fields near John Day in the 1900s. Two individuals especially stand out, Doc Hay and Lung On, who ran a Chinese herbal apothecary and many other ventures, gaining the love and respect of the local whites. I highly recommend visiting this park when in John Day.

On the flight home, I got off about 2 minutes after Don. We climbed to 8500 ft. He was No. 1 in the "Flight of Two", but I never did see his bright yellow plane in front of me. We began to descend just before Hermiston.

Because I couldn't see him, I broke off the "Flight of Two" and headed direct to RLD. There was no turbulence on the way down and just a little on the return. Fun flight!

Three Forks, MT (9S5) Fly-In Report

Mike White & Marjy Leggett

Marjy Leggett, WPA Secretary, and Mike White, Tri-Cities chapter president, flew together to AirVenture this summer. Mike flew his C-177B Cardinal but Marjy was PIC because Mike hadn't yet gotten his medical issue worked out. That's another story!

The plan was to stop at the Fly-In at Three Forks, MT (9S5) on the way back. 9S5 is 19 NM west of the Bozeman airport (BZN). The folks at 9S5 have been putting on the Fly-In for 34 years. Recently, they have shifted dates so people flying back west from AirVenture could stop there. This year it was held from Thursday, August 3rd through 6th. The Montana Antique Aircraft Association is the official sponsor but local EAA chapters and other groups actively participate.

Three Forks is so named because three rivers, the Jefferson, Madison and Gallatin join in close proximity to the town to form the headwaters of the Missouri River.

Back to our plans: Due to weather, we diverted way south via Salmon, ID, couldn't make our first planned fuel stop so we decided to overnight at Three Forks on the way east, too. We met Headwaters Flying Service, full service FBO and Ag. operations owner, Cody Folkvord. Cody recommended the Sacajawea Hotel which sent a car to pick us up and take up the mile to the hotel in town.

The Sac, as the locals call it, is a beautifully-restored, elegant, 100 year old former railroad stop hotel. This is a destination in itself! Service was great and we would see they fully support the Fly-In. Next morning hotel staff drove us to the airport. At that point, I was missing my digital camera. Not wanting to delay our departure, I called the hotel. They said they would be looking for it and, if found, would hold it for me on my return trip.

In between, there was our flight to AirVenture, the Big Event, itself and the flight back, but that's whole 'nother story!

On the flip-flop, we landed at 9S5 on the afternoon of Wednesday, August 2nd. Taxiing in, we saw someone running a riding mower. That turned out to be airport manager Dave Boyd, obviously a hands-on manager. With a call to the hotel, they again, picked us up. I retrieved my camera and we had another delightful night at The Sac!

Thursday morning, on learning that the Fly-In had a shuttle service van, we rode that to the airport. When we arrived, they were just starting Young Eagles rides. We had breakfast in the FBO hangar, served by a local LDS church group. They did not serve coffee, but a, Girl Scout group did.

Stewart Island Report

by Tom Jensen

Stewart Island has been getting some use, but less than last year, and mostly on last minute notice. Several members have offered to help with a maintenance work party, so Les Smith, Dave Lawrence and I surveyed the cabin. We think the outhouse will be OK for another season since it is cleaner than my shop bathroom.

The cabin needs paint, window coverings and some crack sealing. Materials are onsite to set up a cistern for fire protection, and we should clean dirt and debris away from the siding. The interior is clean, but we might replace two of the foam bed pads which have been feeding mice. I plan to do a work party on short notice, weather permitting, this month. Several folks have offered to help, but because the more, the merrier, please drop me a line if you are interested. The email address is c180tom@skynetbb.com



WPA Cabin Status Report

With Tom's permission, Gayla and I stayed last Friday night at the WPA cabin. For the most part, the cabin was pretty well equipped when we arrived. There was at least 8 rolls of toilet paper, propane fuel for the gas stove and one of the lanterns, lamp oil for the one kerosene lamp, and about four gallons of bottled water. For future visitors, I would suggest they bring in some more 16 oz propane bottles for the stove and lantern, some more mouse poison and/or traps, and some paper plates and plastic utensils (to minimize the need for water to wash dishes.)

After we arrived, we swept out the cabin, collected the garbage (which we did haul home), and raked up the leaves around the front of the cabin and down to the outhouse (so we would have a nice visible path if we had to use the outhouse during the middle of the night.) A roll of paper towels was almost completely devoured by mice, so we placed all of the paper goods into one of the plastic containers to keep the mice from getting to them. In fact, Gayla spotted a mouse in one of the cabinets when she opened the door, and there was a pile of shredded paper towels in there where the mouse had made a nice warm home!

Over the years, we have enjoyed being able to fly into Stewart Island, and the fact that WPA has a cabin there has provided us with the ability to do so. This is a WPA resource that we hope will remain available for many years to come, but there are some things that need to be done soon to protect this resource. For example, as you can see from the attached pictures, the outside siding is in need of a new coat of paint or stain. What do you think about us scheduling a work party for sometime in September to fly up there and repaint the siding and the front door? Gayla and I thought a nice coat of Green paint (to match the Green roof) would look really nice on the front door, and maybe a brown or tan colored paint for the siding? Other longer term improvements could include adding a skylight, replacing the plastic windows (since there are several holes in the existing windows), adding a sink that drains into a removable 5 gallon bucket (for washing dishes and brushing your teeth), new counter tops, etc.



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WPA CALENDAR OF EVENTS

November 1, 2011 (Tuesday)

Arlington Chapter @ NASA Restaurant 6:00 pm

November 2, 2011 (Wednesday)

North Sound Chapter 9:00 am

November 3, 2011 (Thursday)

Yakima Valley Chapter

Free Admission www.museumofflight.org

November 4, 2011 (Friday)

Paine Chapter 6:30 pm

November 5, 2011 (Saturday)

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

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

November 8, 2011 (Tuesday)

Anacortes Chapter @ Micro Aerodynamics hangar 6:30 pm

November 9, 2011 (Wednesday)

North Sound Chapter 9:00 am

November 12, 2011 (Saturday)

Harvey Field Chapter @ Snohomish Flying Service 10:00 am

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

November 16, 2011 (Wednesday)

North Sound Chapter 9:00 am

Olympia Chapter Meeting @ Pearson Air 7:00 pm

Green River Chapter @ Auburn Firehouse 7:00pm

November 17, 2011 (Thursday)

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

Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

November 19, 2011 (Saturday)

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

November 23, 2011 (Wednesday)

North Sound Chapter 9:00 am

November 26, 2011 (Saturday)

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

November 30, 2011 (Wednesday)

North Sound Chapter 9:00 am

December 1, 2011 (Thursday)

Yakima Valley Chapter

Free Admission www.museumofflight.org

December 2, 2011 (Friday)

Paine Chapter 6:30 pm

December 3, 2011 (Saturday)

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

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

December 4, 2011 (Sunday)

Southwest/Vancouver Chapter @ Fire Station on Dollars Corner Brunch

December 6, 2011 (Tuesday)

Arlington Chapter @ NASA Restaurant 6:00 pm

December 7, 2011 (Wednesday)

North Sound Chapter 9:00 am

December 10, 2011 (Saturday)

Harvey Field Chapter @ Snohomish Flying Service 10:00 am

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

December 14, 2011 (Wednesday)

North Sound Chapter 9:00 am

December 15, 2011 (Thursday)

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

Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

December 17, 2011 (Saturday)

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

December 21, 2011 (Wednesday)

North Sound Chapter 9:00 am

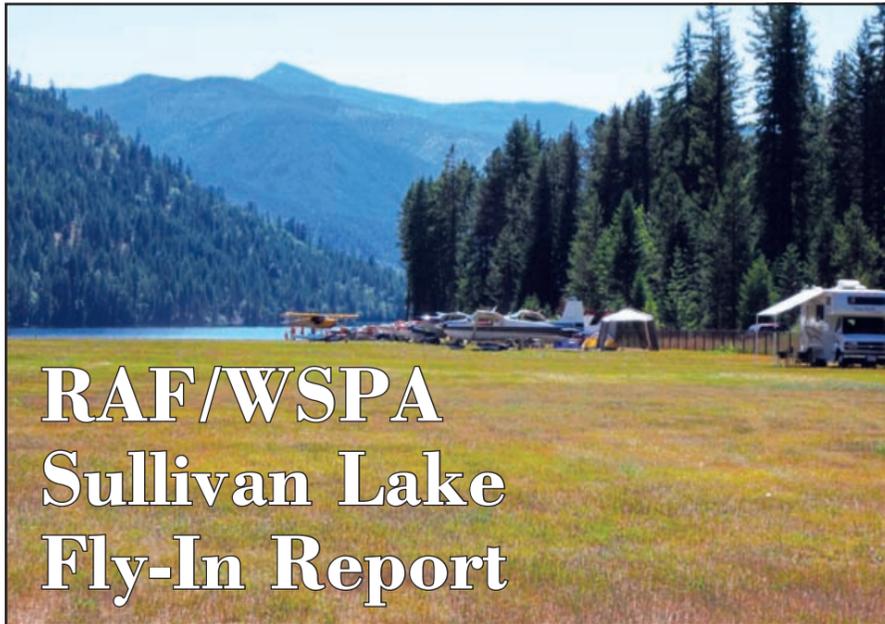
Olympia Chapter Meeting @ Pearson Air 7:00 pm

December 24, 2011 (Saturday)

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

December 28, 2011 (Wednesday)

North Sound Chapter 9:00 am



RAF/WSPA Sullivan Lake Fly-In Report

By Bob Kay

The Recreational Aviation Foundation (RAF) and Washington Seaplane Pilots Association (WSPA), co-hosted a fly-in and work party in at Sullivan Lake State Airport (09S) August 19-21. One could not have asked for a nicer weekend with temperatures in the 80's, clear skies, and light winds. A total of 33 aircraft flew in during the event, and about 21 stayed overnight both Saturday & Sunday. There were a total of 6 Seaplanes and three overnight campers.

The event was co-hosted by WSPA's Greg Corrado and his wife Mary Jo, Bob Kay, the RAF Washington Liaison, along with his wife Jo Schumacher. WPA, RAF, & WSPA supporters flew in or drove in from MT, ID, OR, WA, FL, and Canada. The Montana contingent included RAF President John McKenna and wife Tricia, RAF Director Chuck Jarecki, MPA President Jon Hudson and his wife Berkeley, and MT State Senator Carmine Mobray.

Several attendees from the WPA Deer Park Chapter were in attendance. The Deer Park Chapter is the State Adopt-An-Airport "Parent" for Sullivan Lake. Paul Wolf, the WSDOT Aviation Division State Airport Manager, arrived Saturday morning to lead the work party. His very hard working girlfriend Deanna accompanied him.

On Friday evening everyone was on his or her own for dinner. The weather was perfect



and there was a fun group at the campfire where old acquaintances were renewed, and everyone got to know some new faces. Most folks adjourned to their tents by 10:00.

Saturday morning broke quite cold with a temperature of 40 degrees. With the help of hot coffee furnished by Leroy Blum of the Deer Park WPA Chapter, it was quite



bearable. The sun came over the trees at 7:15 AM and warmed things up quickly. Paul Wolf started the work party briefing at 9:45, after which two crews started on opposite sides of the runway cutting new saplings that had sprung up outside the runway fence. The State cleared a total of 5 acres last spring, creating a 25-30 foot open buffer zone outside the new fence line. It took a dozen people a little over 2 hours to walk the 5 acres and clear all of the sprouts. After an hour lunch break, the work crew was back on the runway for a couple of hours to fill the over 100 gopher holes. They were properly stuffed full of rocks, and packed with dirt.

The 1700' grass runway is currently in great shape. WSDOT Aviation is doing a good job of keeping the gopher population down with various professional eradication methods. Pilots who have been going into Sullivan Lake for years say they've never seen the runway in such good shape. It appears that with the help of the Deer Park WPA Chapter, and others, the strip will only

improve in the future.

Work was finished by about 3 PM and most everyone was in the Lake by 3:30. The water was still running on the cool side, but after a few hours of shoveling dirt and rocks it was a welcome reprieve. Planes kept arriving through the afternoon -- folks looking for a free steak dinner!

Dinner Saturday night was co-hosted by the RAF and the WSPA. The menu was New York Loin-cut steaks, corn on the cob, BBQ beans, and Caesar salad; augmented by potluck side dishes and way too many desserts. There were 38 workers for dinner and the cooks received a round of applause at the evening campfire. Mary Jo and Greg Corrado were amazing with the corn, salad, and beef! Lots of folks pitched in for the dinner clean up; however, were it not for the organizational efforts of Jo Schumacher, Mary Jo Corrado, and Tricia McKenna, we would have been at it until midnight.

Around the campfire that evening, RAF president John McKenna confirmed the mid August ruling by a Federal judge in favor of the BLM and RAF that will allow the continued use of 6 airstrips in the Missouri Breaks National Monument in Montana. He also told us about the "Tougher-Than-A-Tornado" AOPA/RAF Husky Aircraft that will be the 2012 AOPA Sweepstakes give away.

Everyone had a great evening around the campfire. It was good to meet some new friends, including Cameron Fraser from the British Columbia Floatplane Association. Cameron, along with his friend Bob, brought in one of the three overnight floatplanes. Austin Watson was another seaplane pilot, arriving Saturday afternoon in his 210 HP 172 which he bases in Renton. Bill Wainwright, the VP of Columbia Seaplane Pilots and Oregon's Field Director for the U.S. based Seaplane Pilots Association was there with his wife. He and Greg Corrado have some ideas on how to improve seaplane mooring on the Lake for future seaplane operations. Once again it was early to bed and airstrip camp was pretty quiet by 10 PM.

Sunday morning was comfortably cool at 48 degrees, and the first departures started at 7AM. Everyone got busy early on. With coffee in hand there was constant pack-up activity punctuated by the sound of departures. Greg and Mary Jo Corrado were the last folks to leave in their C-185 on straight floats.

All in all it was a great weekend. The goal of leaving the airfield a better place was accomplished. A few things that all the organizations (WPA, RAF, WSPA, USFS, and WSDOT) can work on to improve the strip for the future were discovered. It is hoped there will be another joint RAF-WA/WSPA fly-in/work party next summer; either at Sullivan Lake, or possibly Rimrock Lake (Tieton State Airport, 4S6).

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The RAF Mission:
"Keeping the legacy of recreational aviation strong by preserving, maintaining and creating public use recreational and backcountry airstrips nationwide."

