

Wings



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October-November 2012

Smoke in the Cascades



This photo was taken by Jim Swartwood on September 12 from 10,500 feet over Lake Wenatchee on a trip back to Bremerton. Mount Rainier is in the distance.

Nearly \$1M in state grants for 23 airports to improve pavement, safety

ARLINGTON – Takeoffs and landings will be smoother and safer thanks to nearly \$1 million in state grants recently awarded to 23 Washington airports.

The grants will fund 29 different airport projects, 86 percent of which will improve pavement. The Washington State Department of Transportation places a priority on maintaining airport pavements to preserve facilities and improve aviation safety.

Every year, WSDOT’s aviation division awards grants through its Airport Aid Grant Program. This is the second round of grants issued during the 2011-2013 biennium.

State grants, combined with local matching contributions, enabled WSDOT’s aviation division to leverage about \$32 million in federal grants for federally-funded airports. Of the state’s 137 public-use airports, 66 are eligible for federal funds. The remaining 71 rely solely on state and local funds.

“It’s a strength of our grant program
(Continued on page 2)

President’s Message...



Pilots use of Pearson and Vista Challenged

Paul Speer, WPA member in the Vancouver area has furnished an excellent background article on the FAA proposal to create an airspace “box” around Pearson Airfield that would seriously limit access to the airport. Blake McKinley, WPA Legislative Director wrote letters, (under my signature), in support of Paul’s position that the existing airspace management system has worked for years and only minor “tweaking” was suggested to maintain Pearson as a viable General Aviation airport. Please review the information Paul and Blake furnished in this issue of WINGS.

With respect to VISTA Field, Tim Arntzen, Executive Director, Port of Kennewick, has decided to spend \$225,000 dollars of taxpayer money to “quantify what it would cost to create a viable or vital, self-sustaining airport”. Well Tim, VISTA was a vital self-sustaining airport until you decided that The Port didn’t want to be in the airport business.

The City of Kennewick commissioned Belt-Collins to evaluate economic alternatives for VISTA field in 2009. In 2010 JUB Engineers furnished the Port of Kennewick with alternatives for VISTA field and a master plan for continued operation of the airport. These studies all cost money but nothing like \$225,000.

In March of 2010 the Port of Kennewick commissioners unanimously decided to implement the master plan for continued operations at VISTA field as outlined in the master plan furnished by JUB Engineers.

Interested parties including Mike Shannon and Carl Cadwell have furnished proposals and attempted to open a dialog with staff and management at The Port and have been stonewalled.

The master plan does call for a \$16.5 million dollar private sector investment in a new FBO at VISTA Field. We all know that is pretty unrealistic in today’s economic environment. What is realistic is building new hangars and attracting pilots to base aircraft at VISTA and purchase fuel from The Port.

I use VISTA Field about three times a month during the construction season. On one of my recent visits, three jets landed within 45 minutes. All were greeted by the van from Pacific Cataract and Laser Institute, an ice chest was loaded on the plane and the aircraft departed.

The Port has made no investment in the airport in several years. Last year there were pavement improvements scheduled that were to be funded through the WSDOT/Aviation Div. The proposals came in slightly higher than the engineers estimate but The Port decided not to award the contract even though WSDOT/Aviation said they would support the additional funds.

All a reasonable individual has to do is compare the management of VISTA field to the management of the Richland Airport. Scott Keller is Executive Director of the Port of Benton, operator of the Richland and Prosser Airports. Just drive by and look at the economic activity on and around these airports. Scott has impressed me as an exceptionally astute businessman that has “Stewardship of the Public Assets” as the first order of business in operating these taxpayer owned properties. Richland is busting at the seams with airplanes. Many are at Richland because the Port of Kennewick ran them off.

Wouldn’t it be a brilliant move if somehow the Port of Benton could acquire VISTA Field ?? The taxpaying public and aviation community could certainly benefit.

**Membership renewals will be in the mail soon!
Members can renew by mail or go to the website
WPAFLYS.org and click “Join or renew now”.**

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Washington Pilots Association
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Bellevue, WA 98004-9721

Pearson Field

PO Box 1995 Vancouver, WA 98668



Pearson Field is owned by the City of Vancouver and is operated as an Enterprise Fund. Pearson is a self-supporting and financially independent municipal airport with no impact on taxpayers. Pearson Field is staffed with an Airport Manager who works closely with an Advisory Committee that provides information and recommendations to the City Council. Pearson Field provides general aviation services and is the busiest airport in Southwest Washington, providing an important economic impact.

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

AIRPORT CHARACTERISTICS

Location	Service Classification	Approach
Legislative Dist: 49	Federal: General Aviation Airport	Airport Elevation: 25
Associated City: Vancouver	State: Service	Approach Category: B: 91 to < 121 knots
County: Clark		
Organizational Structure	Runway(s)	Type of Airport
Ownership Type: City Govt.	Number: 1	FAA: IsB
Owner: City of Vancouver	Type(s): Asphalt	Description: Small Twin-engine Piston

AIRPORT ACTIVITY

Activities	Based	Transient	Based Aircraft AIS Last Updated: 9/2/2011	Cargo
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet 0	Number of Cargo Carriers -
Air Ambulance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Multi-Engine 5	Total Cargo Volume (Tons) -
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine 167	
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based 0	Ground Transportation
Aerial Surveying	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Glider 0	AIS Last Updated: 11/29/2010
Wildland Firefighting	<input type="checkbox"/>	<input type="checkbox"/>	Military 0	Bus Service <input type="checkbox"/>
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight 0	Taxi Service <input type="checkbox"/>
Aerial Tours	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Seaplane 0	Marine Service <input type="checkbox"/>
Civil Air Patrol	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Total 172	Rail Service <input type="checkbox"/>
Cargo Activity	<input type="checkbox"/>	<input type="checkbox"/>	Fixed Based Operators	Shuttle Service <input type="checkbox"/>
Flight Training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIS Last Updated: 11/29/2010	Limo Town Car <input type="checkbox"/>
Commercial Carrier Activity	<input type="checkbox"/>	<input type="checkbox"/>	No. of FBOs 1	Other Ground Transportation <input checked="" type="checkbox"/>

Comparison by State Classification

Airport	Classification		Take Offs and Landings (Operations)
	Low	High	
Based Aircraft	172	21	239
Operations	53,500	-	90,006
Commercial Enplanements*			
2010	-	-	-
2009	-	-	-
2008	-	-	-
*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.			
Fuel Service			
80 LL	<input type="checkbox"/>		
100 LL	<input checked="" type="checkbox"/>		
MoGas	<input type="checkbox"/>		
Jet A	<input 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:	Clark
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	32	9	41
Labor Income	\$ 803,000	\$ 365,000	\$ 1,168,000
Output	\$ 1,700,000	\$ 1,100,000	\$ 2,800,000

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:	\$ 1,099,300		Total Impact	All State Impacts	% State Impact
	Direct	Indirect/Induced			
Jobs	11	6	17	94,000	0.02%
Labor Income	\$ 308,000	\$ 263,000	\$ 571,000	\$ 3,311,700,000	0.02%
Output	\$ 934,000	\$ 813,000	\$ 1,747,000	\$ 10,160,600,000	0.02%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 82,000	\$ 41,000	\$ 146,000	\$ 231,000	\$ 500,000
Visitors	\$ 7,700	\$ 8,200	\$ 8,100	\$ 53,000	\$ 77,000
Total	\$ 89,700	\$ 49,200	\$ 154,100	\$ 284,000	\$ 577,000

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



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Nearly \$1M in state grants

(Continued from page 1)

that we are able to use a relatively small amount of state dollars to leverage millions in federal funds," said Tristan Atkins, WSDOT aviation director. "It allows us to make a bigger impact with limited resources.

Thirty-nine airports competed for grants during this round, requesting a total of about \$4 million. WSDOT is typically able to fund about \$1 million in Airport Aid Grants every year. The grant program is funded by a user fee of 11 cents per gallon of aviation fuel, along with aircraft registration fees.

WSDOT plans to call for applications for the first round of 2013-2015 biennium grants in March and April 2013. Awards for that round should be announced by July 2013.

To learn more about the 2012 Airport Aid Grant awards go to:

- Eric Johnson email: johnsel@wsdot.wa.gov
- Airport Aid Grant Program: www.wsdot.wa.gov/aviation/Grants/default
- 2012 Airport Aid Grant awards: www.wsdot.wa.gov/aviation/Grants/airportgrants2012.htm

WASHINGTON PILOTS ASSOCIATION



Washington Pilots Association

Preserving General Aviation Since 1960

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RE: PEARSON FIELD/PORTLAND INTERNATIONAL AIRSPACE

As president of the Washington Pilots Association (WPA), the WPA Board of Directors and I represent pilots and the interests of General Aviation throughout the state of Washington. We have been contacted by the City of Vancouver regarding the troubling and pending October 1, 2012 action by the FAA-Northwest Mountain Region office which we foresee as adversely impacting Pearson Field (KVUO) in a significant manner.

At this point, the Washington Pilots Association's position is that the FAA-Northwest Mountain Region office must forego their planned October 1st action restricting access to Pearson Field Airspace to a "One-in/One-out" format for the following reasons:

- The data shows that Pearson Field has operated under the Portland International Airport Class C airspace for many years in a safe and efficient manner.
- In our opinion, the FAA-Northwest Mountain Region's planned action will:
 - Decrease safety in the airspace north of Pearson Field due to multiple VFR aircraft orbiting at low altitude over populated areas awaiting approval to land. Unlike the IFR environment where ATC manages aircraft separation, VFR pilots are responsible for their own separation which becomes at best challenging, if not dangerous, when multiple aircraft are randomly orbiting near each other. Not to mention the hazards encountered once the brief release period opens allowing multiple ground and airborne traffic to arrive and depart Pearson Field before it closes for another twenty minutes.
 - Cause an increased noise level in the community, thus creating a needless environmental impact. Community complaints of aircraft noise can be difficult to manage once they start. Additionally, the wasted fuel burn creates a needless economic impact for the pilot operating the aircraft.
 - Unacceptably threaten the economic viability of Pearson Field due to restrictions on commerce for businesses that operate at and from the Field. Currently, Pearson Field is responsible for contributing \$38,000,000.00 to the local economy. Most businesses on or affiliated with general aviation airports are small businesses operating on small margins which employ skilled blue collar individuals. Should access to the Pearson Airspace become more restrictive pilots and their dollars that fuel these businesses will go elsewhere.
- Pearson Field operates as a user funded airport and not only contributes millions of dollars to the City of Vancouver's local economy and tax base each year, but it directly and indirectly supports tens of jobs important to the community and the families relying on those jobs. For the city's local economy to lose this economic engine is unacceptable under any circumstance, let alone under the tenuous state of this economy.
- Due to its significant history, Pearson Field recently was recognized by the American Institute of Aeronautics and Astronautics as a location of merit, joining such iconic sites as Kitty Hawk N.C., the Red Barn at Boeing Field, and Tranquility Base lunar landing site.

We are aware that over the past two years Pearson Field airport management, representatives from the City of Vancouver, other representatives from Pearson Field, the Port of Portland, Portland International ATC, and several commercial carriers have participated in a series of FAA sponsored Safety Risk Management Panels. We understand that their collective opinion finds the airspace restriction for a "One-in/One-out" option the FAA-Northwest Mountain Region office has decided to adopt is unacceptable. We understand that the FAA-Northwest Mountain Region office views this option for the Pearson Box as simply a "procedural change", in fact restricting access to airspace whether it is an MOA or TFR is an airspace restriction!

To go through with the proposed restrictive change on October 1st would render Pearson Field impotent with regard to its value to aviation and the community of Vancouver as well as obscure a currently vibrant General Aviation asset. Consequently, it is incumbent on the FAA to stop this action and work toward a resolution that leaves two viable airports intact, without the proposed restrictions, versus compromising the operational ability of this General Aviation airport.

David R. Lucke

David R. Lucke, PE
President, Washington Pilots Association
President@WPAFLYS.org

Washington Pilots Association

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WASHINGTON PILOTS ASSOCIATION



WPA Wings

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

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Be smart, and please fly safely.

FAA Agrees to Delay Pearson Field Airspace Procedure

Informational sessions planned during 30-day respite

The FAA will delay by 30 days its planned Oct. 1 implementation of an airspace procedure affecting flights using Pearson Field in Vancouver, Wash., just northwest of Portland (Ore.) International Airport. The agency has also committed to holding education sessions with pilots in the interim—several of which will be announced at a later date.

Bowing to pressure from the two states' congressional delegations, aviation groups, and local pilots, the FAA announced the delay Sept. 26, and issued a letter to airmen describing the airspace procedure—details that had been urgently sought by AOPA and users of Pearson Field.

When news of the impending activation of the airspace procedure—which is not a rule, as described in some media reports—came to light, pilots, aviation organizations, and both states' congressional delegations expressed concern about a lack of details available to pilots, and the short timetable for activation.

Requests for the delay also followed in a meeting with the FAA and Sens. Maria Cantwell (D-Wash.), chairwoman of the Senate aviation subcommittee, John D. Rockefeller (D-W.Va.), chairman of the Senate Commerce Committee, Patty Murray (D-Wash.), Jeff Merkley (D-Ore.), and Ron Wyden (D-Ore.). They also urged a more open decision-making process.

Second solution

Several months prior, it appeared for a time that a resolution to the traffic issues raised by the airports' proximity was in hand. A temporary control tower was tested at Pearson Field from April 2011 to April 2012. While the tests appeared to be successful in addressing all safety concerns, the FAA has indicated otherwise.

Following the FAA's announcement of the delay, AOPA Vice President of Air Traffic Services and Modernization Heidi Williams expressed satisfaction that pilots would have more time to digest any pending changes and the agency would have ample time to reach out to the operating community.

Williams credited local pilots working with the Washington and Oregon Pilots associations, AOPA, and the congressional delegation with "a real concerted and collaborative effort" to ensure proper outreach and the necessary process is followed to ensure the operating community has been properly briefed and has the opportunity to engage with the agency.

A pilot briefing on the airspace procedures is scheduled for Sept. 29 at 11 a.m. at the Pearson Air Museum Restoration Hangar, located at 101 E Reserve St., Vancouver, Wash., 98661. It is the hangar located immediately to the left of the airport's main gate entrance.

— Article courtesy of AOPA Online

Pearson Field Threatened By FAA Action

Paul Speer

Chair, Pearson Field Aviation Advisory Committee

In an affront to the safety and economic viability of Vancouver, WA, and surrounding communities, the FAA recently announced its intent to impose an unprecedented level of restriction on airspace over Pearson Field (VUO). FAA officials presented this decision to a group of about 100 local pilots on September 20 at the Pearson Air Museum. The announcement was received with a flurry of angry but respectful questions from the pilots.

On September 25, PDX ATCT/TRACON Letter to Airmen 12-03 was published with an October 1, 2012 effective date for what is known as the "Pearson Box." In their announcement, made without opportunity for public comment, the FAA cited safety concerns related to Pearson's proximity to PDX. Pearson Field, operated by the City of Vancouver, is located three miles to the west of Portland International Airport (PDX) below the approach path to PDX Runway 10L. The field is situated in a one-of-a-kind Class D cutout of PDX Class C airspace. The FAA established this airspace in 1996, violating 7400.2 airspace design standards as well as creating the only Class D airport in the country without an on-field control tower. Risks cited by FAA representatives at the briefing included the possibility of wake turbulence encounters, near midair collisions, midair collisions, and TCAS alerts on commercial carriers landing at PDX.

Review of publically available NTSB and FAA databases show that PDX and VUO have operated in a safe and efficient fashion for the nearly 75 years they have shared airspace. There are no examples of wake turbulence encounters, no near-midair collisions, and no midair collisions on record. FAA data show that an average of 15.5 TCAS/RA events per year have occurred over the past few years. From April 2011 to April 2012 a temporary tower was installed at Pearson to mitigate safety concerns resulting from the closure of the PDX south runway for construction. During that period, with twice the normal traffic on PDX's north runway, both airports operated safely with at least a 55% reduction in TCAS/RA events, on par or less than that of many airports in the country.



The "Pearson Box" is a 6-mile long, 1-mile wide swath of airspace to the west of PDX from the surface to 2,100 feet. This swath extends laterally from the centerline of PDX 10R to 2,500 feet north of PDX 10L, and includes the airspace over Pearson Field. This box will not be charted and is described by FAA officials as a "routine procedural change." Procedures associated with the box limit use of the airspace to either a PDX aircraft or a VUO aircraft, but not both at the same time. Aircraft departing Pearson will be held on the ground until a sufficiently wide space in inbound PDX

traffic exists, and aircraft approaching Pearson will be instructed to remain clear of Class D airspace to the north awaiting clearance to land. Historic data reviewed show that delays of 20 minutes or more between the hours of 6 am and 10 pm should be regularly expected for Pearson aircraft. Touch-and-go operations for training and closed pattern work for post-maintenance testing by the local FBO will be significantly impacted by the action.

The City of Vancouver and local stakeholders support the recommendation of an FAA sponsored Safety Risk Management Panel convened in June of 2012 that recommended the immediate return to service of a temporary tower at Pearson followed by a permanent installation at some point in the future as the best way to mitigate risk in the shared PDX/VUO airspace. The panel had been convened by the FAA to consider options to lower risk in

(Continued on page 5)

FW: Vista Field is an asset. Please voice your opinion.

Open Letter to the Port of Kennewick Commissioners

Good afternoon Port of Kennewick Commissioners,

You might be surprised to hear from a Tri-Cities Airport FBO owner/operator in support of keeping Vista Field Airport open. Some might think that airports compete with each other and that I would be happy to see a "competitor" go out of business. However, the truth is that each and every airport is an integral part of our local and national transportation system. Airports and airport businesses rely on a mutual base of customers and one less airport is a blow to our community and all the local businesses. For example, a local business or citizen utilizes Vista Field for cargo shipments, business travel, pleasure flights, agricultural operations or tourist visits. They purchase fuel and maintenance locally. They invest their money locally. They pay taxes locally. Then the airport closes. The business or citizen finds it's no longer convenient to keep their investment in the area or visit our area. They relocate or visit somewhere else or perhaps even sell their plane. No more money spent locally, no more taxes paid locally. One less airport means many less dollars. It's a lose/lose situation that can be avoided by your decision to keep Vista Field open.

I urge you to listen to the taxpayers and halt the new study underway. Your citizens have already made their voices heard to keep the Vista airport open. Commissioners voted in 2003 to keep Vista Field open. Another commission vote in 2010 was unanimous to keep Vista open. A updated Airport Master Plan was adopted in 2011. Also in 2011, WSDOT authorized a \$140,000 grant to maintain the runway at Vista, but you declined/returned the grant.

You have an asset in Vista Field and by definition, an obligation to our community to construct, manage, and promote port facilities. These facilities are critical to our region's trade and transportation capabilities and provide vital services and help businesses grow. Providing safe and efficient transportation options is one of the main responsibilities of a port authority. So many communities lack having a local airport, the Port of Kennewick is fortunate to have this infrastructure already in place. I will vote to keep Vista Field open and I ask that you do the same.

Malin Bergstrom
President
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509-547-6271 office
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WSDOT Aviation Voices Concern over New Pearson Field Procedure

By Rob Hodgman, Aviation Senior Planner, WSDOT/Aviation

After decades of congested airspace shared by Portland International (PDX) and Pearson Field (Vancouver), earlier this year the Federal Aviation Administration (FAA) introduced an initiative to implement a new procedure in the Portland Class C airspace that gives priority to commercial traffic on final approach to Portland's runways 10L/R. The procedure will require Pearson Class D traffic to remain on the ground, or outside the controlled airspace, to give Portland's traffic unimpeded approaches from the Final Approach Fix until passing overhead of Pearson.

During a 2011 runway 10R reconstruction project at PDX, the FAA established a temporary control tower at Pearson. The tower provided additional airspace control and reduced potential airspace conflict events. In April of this year, after PDX's runway project was completed, the FAA removed the tower and airspace conflicts rose to pre-tower levels. Meetings between the FAA and the Pearson aviation community, intended to gain support for the new procedure, reached an impasse, with the FAA favoring the new procedure and the Pearson community championing for the return of the tower.

In mid-September, the Washington State Department of Transportation (WSDOT) Aviation Division was contacted by various agencies that expressed concern over the new initiative. With an FAA-planned implementation date of October 1, 2012, little time was left to respond. WSDOT Aviation immediately went to work, contacting FAA experts including PDX Tower Chief, Laura Schneider and FAA Columbia Terminal District Manager, Bill Washington.

WSDOT learned that PDX and Pearson have successfully co-existed for more than 50 years, with zero mid-air collisions or serious airspace-related mishaps. Detailed information provided to WSDOT indicated that the tower at Pearson was a favorable solution for airspace challenges. WSDOT also recognized that the FAA worked under a compressed timeline in its analysis, potentially truncating adequate opportunities to fully explore the potential negative economic impacts on the self-supporting Pearson Field and the Vancouver community.

WSDOT contacted both the FAA and the City of Vancouver and conveyed an interest to encourage the FAA to reconsider the October 1 implementation date and revisit the potential adverse impacts. WSDOT has offered assistance in developing solutions.

Moore Aircraft Appraisal

Bill Moore
Senior Aircraft Appraiser
Please contact me for appraisal cost information
NAAA Certified Appraiser
Ph: 509 991.6133
Fax: 509 276.7070
moore3@ix.netcom.com

WPA Chapters Around the State

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

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

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

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

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

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

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

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

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

NORTH SOUND/BELLINGHAM - The North Sound chapter meets every second Thursday of the month (except during June, July and August), at 7:00 pm at the *Whatcom Educational Credit Union WECU* 600 Block of Holly St. in Bellingham. For more info on the North Sound chapter, contact **Jim Laird, jlaird337@gmail.com, 360-739-2703.**

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

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

SHELTON-SANDERSON - Bruce Loftin, President, 360-455-4044

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

SPOKANE - Meetings of the Spokane Chapter are usually held on the third

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

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

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

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

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



Bremerton Blackberry Festival Fly-In a big Success This Year

Jim Swartwood, Bremerton Chapter

After heavy morning fog had Bremerton National Airport closed down until almost noon on Saturday, Sept. 1, the skies turned blue and a light breeze from the southwest provided comfortable relief from the bright afternoon sunshine. Car show entrants arrived throughout the morning and the West Sound Military Vehicle Preservation Club set up its camp on the grass near the ramp well before the fog lifted. Entry fees for the car show brought in a donation of \$960 for the Bremerton Chapter's scholarship fund. Many thanks to chapter member Doug Haugton for organizing the event.

EAA Chapter 406 flew Young Eagles flights throughout the afternoon. The BeechBoys formation flight team made several passes over the downtown event on the boardwalk before making a few more passes over the field. At about the same time a contingent of Cascade Warbirds led by Dave Desmon flew over from Paine Field and made a few passes of their own before landing and joining the crowd on the ramp.

Pilots who checked in received coupons for a free cup of coffee at the Airport Diner and passes for the shuttle bus between the airport and the downtown boardwalk.

The winners of the 2012 Blackberry Festival Fly-in aircraft judging were:

Best Homebuilt was a Ferguson Model 2B owned by Hank Spaulding of Shelton.

The best Antique was a beautiful dark red 1941 Fairchild 24 based at Bremerton and owned by Bill Sleeper of Bainbridge Island. It received a near-perfect score.

There were 8 entries in the Classic category and 3 tied with 25 points each – red and burgundy 1947 Stinson Model 108s owned by Steve Smith or Orting and Lissa Smith of Sumner and a cream and maroon 1949 Cessna 140A owned by John Gerike of Mill Creek.

There were 9 entries in the Contemporary category with a 1978 white and blue Piper Warrior II from Harvey Field getting the highest score – 27.5 points - owned by Bob Mann of Lynnwood.

We had 7 Warbirds with a 1946 Navion from Delta Heritage Airpark near Boundary Bay, BC taking the top score, owned by Ray Roussy of Surrey, BC.

Greatest distance flown was awarded to Vince Dunn who flew his 1966 Mooney M20C in from Salem, OR – 155 nm.

Many thanks to our judges – WPA Bremerton Chapter members Bob Eskridge, Don Dickson and Clarke Coulter for doing a great job looking for and judging 26 aircraft jammed into a busy afternoon on the ramp.

And special thanks to the owners/pilots of all of the many aircraft that flew in for the event. We look forward to seeing you again next year.



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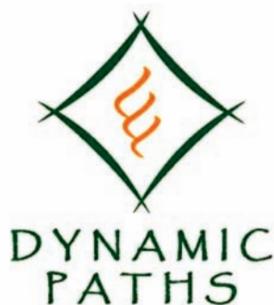
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Pearson Field Threatened By FAA Action

(Continued from page 3)
the airspace, with an emphasis on TCAS/RA reduction. The panel included representatives from the FAA, three major air carriers, the Air Line Pilots Association, Air Traffic Controllers, the Port of Portland and Pearson Field representatives.

The City of Vancouver and local stakeholders are in opposition to the Pearson Box and have requested the FAA delay or halt the action until a more complete consideration of concerns can take place. The largest concern centers on safety issues associated with aircraft orbiting at low altitude for indeterminate periods in a confined area over populated areas to the north of Pearson Field. With no charted holding procedures, waypoints or ATC guidance an already confined airspace with multiple holding aircraft creates additional risk. Community noise and environmental concerns have also been cited.

Concerns exist relative to the economic impact of this action. Pearson Field operating expenses are paid for entirely by its users with no City support. Any reduction of economic activity jeopardizes Pearson's viability. According to the Washington State Department of Transportation Aviation Division, Pearson Field and Museum annually attracts 39,500 visitors to Vancouver for combined annual revenue of over \$26M and generates roughly 458 jobs with combined wages of over \$7M. There are 50,000 aircraft operations each year at Pearson, 60% of which are related to business or commercial activities. Pearson Air Museum's recognized youth development programs are also dependent on being next to a working airport. For more information on the City of Vancouver's position, go to: <http://www.cityofvancouver.us/upload/contents/1074/FactSheet-FAAProceduresAtPearsonFieldFINAL.pdf>

Pearson Field is listed as part of the Fort Vancouver National Historic Site, is listed on the National Register of Historic Places and is legislatively protected by Public Law PL104-134. As one of the oldest continuously operating airfields in the United States, Pearson Field was recently recognized by the American Institute of Aeronautics and Astronautics (AIAA) as a location of historic significance alongside locations in the nation, including Kitty Hawk North Carolina and the Red Barn at Boeing Field.

Individuals desiring to have their voices heard on this matter can receive a sample letter of concern and contact list for legislative representatives in the area from: novuobox@gmail.com.

Breaking News:

In e-mails received late on September 25 from David Grizzle, Chief Operating Officer of the FAA and Roderik Hall, Assistant Administrator for Government Affairs, the City of Vancouver was informed that the "FAA will delaying implementation of any airspace changes for at least 30 days. During this time we intend to re-engage with stakeholders to see if we can find some middle ground on this issue." On September 26 PDX ATCT/TRACON Letter to Airmen 12-04 was published, rescinding the October 1 implementation of the Pearson Box.

While this issue is not over, we have been successful in obtaining additional time to explore constructive alternatives that continue to maintain and improve safety in the shared PDX/VUO airspace without creating safety issues over other areas of our community, or unacceptable economic penalty.

Substantial support has been received on this issue from organizations including the Washington Pilots Association, the Aircraft Owners and Pilots Association, Pearson Advocates for General Aviation, the Fort Vancouver National Trust, users of Pearson Field and others. We are also very grateful for the combined efforts of our Senator and Congressional representatives – in Washington, Patty Murray, Maria Cantwell and Jaime Herrera Beutler and in Oregon, Ron Wyden, Jeff Merkley and Earl Blumenauer.

More information can be found at:

<http://www.cityofvancouver.us/News.asp?submenuID=&id=127894>

<http://www.columbian.com>

<http://www.oregonlive.com>



On Saturday, August 11, a group of pilots from the Washington Pilots Association, Spokane Chapter, volunteered their time and planes to transport a group of children from the Hutton Settlement to Cavanaugh Bay on Priest lake.

Hutton Settlement, located in the Spokane Valley, is a safe, structured environment which provides long-term stability for children from families in chronic need or crisis.

The WPA has provided these charter flights for the kids for the past several years. This year they were able to take 14 kids, as well as 4 staff members.

Once there, the kids got to spend the day in the sunshine and water while the pilots relaxed and had lunch at the restaurant and also enjoyed the water, sun and scenery.



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Highlights of Our AirVenture Flight, 2012

By Mike White

This was my 4th AirVenture flight and my first accompanied by my wife, Kathy. We flew from my home base, Richland, WA. Because of her 2 hr. hop limit (although I frequently have to stretch it) and my C-177B's 120 Kt. Cruise speed, we overnighted twice on the way there, Miles City, MT and Litchfield, MN.

I had previously checked with the LJJ airport manager and was told I could find the keys to the courtesy car in a drawer in the terminal and I could keep it overnight. I got the keys, fueled the plane, tied it down and we off-loaded the baggage to the car. We were exhausted after lugging the luggage in the heat and humidity. Then we found the car's battery dead!

Wondering what we could do, we saw a couple go into the terminal. I called to them and asked if they were "with the airport". The man, Jim, replied that he was a local pilot. I explained our situation. He said, "Hop in my car and I'll take you to my hangar to get my battery charger". Jim showed me his hangar key code and picked up the charger and an extension cord. We drove back, plugged in the charger and put the battery on charge. In about 20 minutes, it was charged enough to start the car. Jim told me to keep the charger and cord in case I needed it again in the morning. We found a motel, had a Friday fish-fry at the VFW hall and didn't need the charger in the morning. I returned the charger and cord to the hangar and we flew out. This is but one example of many instances of the generosity of aviation people I have experienced! After our return, I sent Jim a kit of Applets and Cotlets and Chukar Cherries.

We flew to Manitowoc, WI, about 40 miles east of OSH, on Lake Michigan to visit Kathy's friends. This is a nice non-towered airport with two intersecting airstrips. On approaching I was talking on the CTAF and noticed a number of T-34s in the pattern and vicinity. Someone asked me where I was in relation to the "Blue Water Tower". I reported that I was approaching from the west toward the tower directly ahead on the west side of town. Then I looked around and could see a total of four Blue Water Towers around the airport! I thought I should, again, clarify which tower I was approaching! The T-34 Association uses MTW as a staging & practice point for their appearance at AirVenture.

Monday morning we headed for RIPON and started up the tracks toward FISKE. Traffic wasn't too dense, we actually had a choice of runways! I chose 27 to minimize the taxi distance to the North Forty. Kathy enjoyed the arrival, thought it was well organized. We got our registration finalized and started looking around. It got hot and

humid. Not having much stamina in the heat, we used the trams as much as we could. We didn't have a lot of time because, having a registration at the Appleton Grandstay, we wanted to get out before the airshow, which we did.

It was a short flight to Appleton and we were soon tied down on the grass, caught the shuttle van to the FBO, called for the Grandstay van and soon were in our room. Did you know that non-aviation Wisconsinites call AirVenture "The EAA"? Also, a drinking fountain is a "bubbler" and a liquor store is a "beer depot". I lived in Milwaukee "Mwaukee" for two years where I worked for Harley Davidson "Harleys" and met Kathy.

Tuesday morning, we took the Nationwide EAA Transit bus to OSH. We spent a full day there, checking out the vendors and sitting in on a Lycoming presentation. I bought a Lake Huron DuraChart. They make much more durable and readable Sectional charts than FAA and print others for \$3.00 with the AOPA discount, even if they are getting into the market late. Check out www.durachart.com. We returned to Appleton on the bus.

Wednesday morning we took off and headed the 105 miles for Kenosha, WI where I had made arrangements with Bob Russell, a Cardinal expert of Aviation Plus, to leave my plane with him for five days while we were in Milwaukee. I thought it would be a good thing for a Cardinal expert to check out N18694. I wanted him to check out what I thought was a too-rich carburetor and ineffective rudder trim. We picked up a rental car and headed for Milwaukee.

We checked in at the Ambassador Hotel, an older, charming, art deco place on Wisconsin Ave., near the Marquette University campus. It was now time to do some non-aviation things Kathy specifically wanted to do: her 50th M.U. reunion and a Kiscinski family reunion on Sunday. As a spouse, I was allowed to attend both of these. They were fun!

Monday we drove back to Kenosha. Bob reported that my carburetor was fine and he re-rigged the rudder trim and pointed out that I should be stepping on the rudder in the direction I want to trim for, while I trim. That combination works! We were to head for Oakland-Troy airport in Clinton Township, north of Detroit. I had hoped to fly along the Chicago lakeshore flyway and get some pictures of the former Meigs Field that Mayor Daley had relieved us of. The briefer, however, told me about a big VIP TFR around Chicago. I had to re-plan to skirt around the city to the west and pick up my previously-planned route at Gary, IN.

Our plan was to fly up to Mackinac

Island in the Mackinac Strait between the Upper Peninsula and Lower Peninsula and stay at The Grand Hotel. It being high tourist season, The Grand, and all hotels on the island were booked, per AAA, so we booked at the Super 8 in Mackinaw City, flying to Pellston Airport south of town. Note the two spellings, Mackinac and Mackinaw, due to confusion between the French and English words for the region. We drove over the Mackinac Strait Bridge and checked out St. Ignace. Next day we took the ferry to Mackinac Island and had a horse-drawn tour of the island, including lunch at The Grand. Except for a police car, ambulance and fire engine, all other vehicles on the island are horse-drawn. The draft horses were magnificent!

Friday we got off and with a slightly different course than planned, made it to Ashland, MI where we overnighted. Saturday, before taking off, we had a chat with the Ashland Mayor at the airport. He told us about the political problems he is facing re. the airport. We then took off and headed west in the clear, but as forecast, soon had a mostly solid undercast. Just west of Superior, WI the under and overcasts converged and I was in IMC! I did a quick 180, found a hole in the clouds and with Center's assistance made it to SUU. We got there in time for an EAA pancake breakfast, used the courtesy car to tour the town and returned to take off in a few hours in better weather.

Our next overnight stop was Moorhead, MN Muni just across the Red River from Fargo, SD. There was no activity at the field after landing and while fueling till a truck entered the airport and the driver opened his hangar door, revealing a Cardinal RG. I sent Kathy to hail him. He gave us a ride to his recommended motel in town and recommended a nearby restaurant, the Speak Easy, a walking-distance '30s, gangster-era style place.

Sunday, we flew on to Kalispell, ID tying down on the grass by Red Eagle Aviation. We got a car through Red Eagle and booked a tourist charter flight for the next day over Glacier Park. I could have flown over the Park but I thought we needed a knowledgeable local pilot who knew the area and could take us to and show us the glaciers. That afternoon we drove up into the Park a bit. We had never been there. It was nice, but doesn't hold a candle to Yellowstone! Next day, our charter flight in a C-206 with Tom Glanville proved to be worth the \$350 cost.

Tuesday, we flew out down about half of the west shore of Flathead Lake, then direct to Shoshone Co., ID for a quick refuel, then on, pretty much, direct to RLD. We had a very enjoyable 20 day trip (Kathy agrees), balancing flying, visiting, sightseeing and other activities. I logged 39.4 hours on the trip and we flew into 19 airports, 13 of them first time for me.



The Grand



N18694 at JKJ

Trip To Stuart Island

By Claire and Warren Hendrickson

We had a fabulous time at Stuart Island earlier this week. The cabin does indeed look great. What a difference those vinyl windows make!

I'm happy to report that the futon is back in operation. The last edition of Wings mentioned the need for an L bracket. I wasn't able to connect with Mark Perini (thanks for his number) so I just brought some heavy duty ones along with some hand tools and they did the trick. I tightened up all the other corners as well and it's as good as new. (That was some kind of hard wood! Oh for a few power tools...)

I also brought up some mantels for the lanterns and changed them out. The one lantern that uses propane bottles is working great. The large lantern that uses liquid fuel however wasn't helped by the new mantels. It's missing the glass so that may be part of it, but I really suspect two things: the pump on the fuel reservoir does not create sufficient pressure and I believe there may be a fuel leak in the internal plumbing. Rather than buy a replacement glass, it might be better to simply invest in a new large lantern. The small liquid fuel lantern wasn't used - it's glass was shattered. I need a replacement glass for my own large personal lantern so I'll look for the small glass replacement while I'm at it.

Inventory as of August 14th:

- 3.5 gallons fresh water
- 2 propane bottles (for stove and the one lantern)
- Plenty of kerosene (half gallon) and liquid lantern fuel (almost a gallon between two jugs)
- Plenty of TP and Paper Towel in plastic storage container

Needs:

- Lantern attention as mentioned above
- Mattress pads for the beds
- Tough call on this one; air inflatables can easily get punctured, while foam pads can become a critter nesting site. Thoughts? We can bring some up on our next visit.
- Exterior wood rot observed on the back of the cabin (the wall opposite the entry door)
- Looks like the rot was exposed when the dirt was shoveled away from the cabin walls some time recently. The issue is twofold: the floorboards are not fully supported as well as they probably should be (the interior floor "gives" a bit when walking around the west end of the picnic table from the fireplace toward the windows), and when sitting on the futon, you can see light through a crevice at the location of the wood rot (a candidate location for additional foam sealing to keep the critters out). This might require some specialized carpentry skill and treated lumber to repair.

- We might suggest fine mesh screens be installed on the rain barrels. That'll keep the leaves out but more importantly will keep the standing water from becoming a mosquito nesting ground. (We emptied and dried the barrels while we were there.) I didn't have my tape measure with me so I don't have the rain barrel diameter.

Of the above, the wall carpentry issue probably is the most important as it speaks to the structural integrity of the cabin. Even so, this is the best we have ever seen the cabin look. Many kudos are due to all that had a role in the improvements, you especially Tom. Thank you!



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Pilots' Bill of Rights Signed Into Law

From General Aviation News

WASHINGTON, D.C. – The Pilot's Bill of Rights has been officially signed into law. Introduced by Sen. Jim Inhofe (R-Okla.), a member of the Senate General Aviation Caucus and a CFI with more than 10,000 flight hours, the Pilot's Bill of Rights (S.1335) became law Aug. 3 when President Obama signed the legislation. It is designed to level the playing field between general aviation pilots and the FAA in an enforcement action. The bill, introduced at last year's AirVenture, passed the Senate unanimously then passed the House in June by a voice vote.

"This is a great day for general aviation, and this would not have happened without the support of so many pilots all across this country," said Inhofe

The bill contains a number of measures, according to Inhofe, including:

Makes FAA Enforcement Proceedings and NTSB Review Fair for Pilots

Requires NTSB review of FAA enforcement actions to conform, to the extent practicable, with the Federal Rules of Evidence and Federal Rules of Civil Procedure.

Requires the FAA to provide timely notice to a pilot who is the subject of an investigation, and that any response by the pilot can be used as evidence against him.

Requires that in an FAA enforcement action against a pilot, the FAA must grant the pilot all relevant evidence 30 days prior to a decision to proceed with an enforcement action. This is currently not done and often leaves the pilot grossly uninformed of his violation and recourse.

Makes contractor-run flight service station and contract tower communications available to airmen. Currently, if a request is made for flight service station information under FOIA, it is denied to the requestor because the contractor is not the government, per se. However, the contractor is performing an inherently governmental function and this information should be available to pilots who need it to defend themselves in an enforcement proceeding.

Removes the special statutory deference as it relates to National Transportation Safety Board reviews of FAA actions. Too often the NTSB rubber stamps a decision of the FAA,

Pilots voice support for medical petition

By Dan Namowitz

The FAA received more than 16,000 comments on the petition by AOPA and the Experimental Aircraft Association for an exemption that would give pilots who fly recreationally the option of getting a third class medical or instead participating in a recurrent online education program that would educate them how better to self-assess their fitness to fly.

When the comment period closed Sept.14, the volume of participation in the process was indicative of "overwhelming support for the initiative," said David Oord, AOPA manager of regulatory affairs.

As the FAA studies the issue, AOPA and EAA will continue a dialog with the agency, while urging that a decision be issued as promptly as possible.

"Reducing the barriers to aviation will remain one of AOPA's top priorities," Oord said. "One of the goals of the petition was to keep airman aeromedical issues at the

forefront of our dialog with the agency."

Oord extended thanks to all members and pilots who provided comments on the petition. Many of the comments reinforced the associations' positions laid out in the petition.

Many comments also supported data showing that any benefit gained for medical certification for day-recreational aviation can often come at a substantial cost.

"Reducing the barriers to aviation will remain one of AOPA's top priorities,"

"We feel that education, through an online aeromedical course, coupled with a valid state-issued driver's license, and a proper self-assessment prior to each flight will increase the level of safety compared to similar operations," he said. "Far too often, pilots are leaving aviation in response to the costs and lengthy process involved in maintaining a medical certificate."

"Thank you again to all who commented on the petition; together, you have made your voice heard."

— Article courtest of AOPA Online

giving wide latitude to the FAA and making the appeals process meaningless. This returns NTSB's deference to the FAA to general administrative law principles, just like every other government agency.

Allows for Federal district court review of appeals from the NTSB, at the election of the appellant. This is important because a review by the Federal district court is de novo, meaning the pilot gets a new trial with the ability to introduce evidence and a new review of the facts.

NOTAM Improvement Program

Requires that the FAA undertake a NOTAM Improvement Program, requiring simplification and archival of NOTAMs in a central location. The process by which Notices to Airmen are provided by the FAA has long needed revision. This will ensure that the most relevant information reaches the pilot. Currently, FAA makes pilots responsible for knowledge of pre-flight conditions. Non-profit general aviation groups will make up an advisory panel.

Medical Certification Review

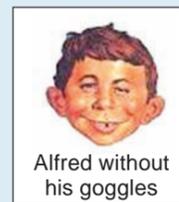
The FAA's medical certification process has long been known to present a multitude of problems for pilots seeking an airman certificate, Inhofe notes. The bill requires a GAO review of the FAA's medical certification process and forms, with the goal of demonstrating how the FAA can provide greater clarity in the questions and reduce the instances of misinterpretation that have, in the past, lead to allegations of intentional falsification against pilots. Non-profit general aviation groups will make up an advisory panel, which will give advice to the FAA on how the medical certification process can be improved. The FAA is required to take appropriate action on the GAO recommendations within one year.

WPA Mystery Aviation Derby

By Tom Jensen, MAD co-chair

On July 28, a whole bunch of work culminated in a whole bunch of fun for pilots and crew who participated in the Green River Chapter's Mystery Air Derby. This event was a fund raiser for our scholarship fund with purposeful fun as a sideline.

Alfred E. Neuman was sighted as the First Officer in a blue and white C140 but some serious pilot proficiency activity was also a part. Three FAA Safety Team WINGS morning seminars covered runway safety,



Alfred without his goggles

paperwork and performance, and airspace and communication topics. (Insurance companies respect the WINGS program with reduced rates on your insurance. Charlie Riordan, Dave Lehman and Karen Mitchell gave up their Saturday mornings to support.)

The seminars nested neatly with the flight planning required to estimate fuel burn and time to complete a round robin out of Auburn with a judged spot landing at the finish. Competition was fierce and teamwork was needed to solve the puzzles, plotting and pilotage challenges posed by the sneaky (but fun) mystery navigation clues. A catered dinner wrapped up the event with awards presentations.



Karen communicating



Littlefields planning hard!

MAD 2012 event winners, prizes and sponsors:

Spot Landing- Mike Latta - Year of auto oil changes by Tom Matson Dodge.

Estimated Time Enroute- Leo Dondlinger - BFR by Mike Latta

Estimated Fuel Burn - Denie Capell - Aircraft oil change by Auburn Flight Services

Overall - Mark Gaponoff - Trophy and iPad courtesy of Washington Scientific Resources.



More photos and details are available on the WPA website <http://www.wpafllys.org/Chapters/GreenRiver/MysteryDerby.htm> Contact the Green River chapter if you'd like the organizational details for doing a proficiency derby for your chapter.



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WPA CALENDAR OF EVENTS

October 10, 2012 (Wednesday)
North Sound Chapter 9:00 am

October 13, 2012 (Saturday)
Harvey Field Chapter @ Snohomish Flying Service 10:00 am
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

October 17, 2012 (Wednesday)
North Sound Chapter 9:00 am
Spokane Chapter 6pm @ Longhorn
Chapter Meeting @ Pearson Air 7:00 pm

October 18, 2012 (Thursday)
Clallam County Chapter @ Rite Bros. Aviation 7:00 pm
Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

October 19, 2012 (Friday)
Green River Chapter @ Trotter's Auburn 7:00pm

October 20, 2012 (Saturday)
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

October 24, 2012 (Wednesday)
North Sound Chapter 9:00 am
Tri-Cities Chapter 6:30pm @ Bergstroms FBO

October 25, 2012 (Thursday)
Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm

October 27, 2012 (Saturday)
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

October 31, 2012 (Wednesday)
North Sound Chapter 9:00 am

November 1, 2012 (Thursday)
Yakima Valley Chapter
Free Admission www.museumofflight.org

November 2, 2012 (Friday)
Paine Chapter 6:30 pm

November 3, 2012 (Saturday)
Flyers Club Breakfast 9am @ Trotters Auburn
EAA Breakfast @ 7S3 (Oregon) www.eaa105.org
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

November 6, 2012 (Tuesday)
Arlington Chapter @ NASA Restaurant 6:00 pm

November 7, 2012 (Wednesday)
North Sound Chapter 9:00 am

November 10, 2012 (Saturday)
Harvey Field Chapter @ Snohomish Flying Service 10:00 am
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

November 14, 2012 (Wednesday)
North Sound Chapter 9:00 am

November 15, 2012 (Thursday)
Clallam County Chapter @ Rite Bros. Aviation 7:00 pm
Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

November 17, 2012 (Saturday)
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

November 21, 2012 (Wednesday)
North Sound Chapter 9:00 am
Spokane Chapter 6pm @ Longhorn BBQ
Olympia Chapter Meeting @ Pearson Air 7:00 pm

November 22, 2012 (Thursday)
Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm

November 24, 2012 (Saturday)
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

November 28, 2012 (Wednesday)
North Sound Chapter 9:00 am
Tri-Cities Chapter 6:30pm @ Bergstroms FBO

December 1, 2012 (Saturday)
Flyers Club Breakfast 9am @ Trotters Auburn
EAA Breakfast @ 7S3 (Oregon) www.eaa105.org
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

December 4, 2012 (Tuesday)
Arlington Chapter @ NASA Restaurant 6:00 pm

December 5, 2012 (Wednesday)
North Sound Chapter 9:00 am

December 6, 2012 (Thursday)
Yakima Valley Chapter
Free Admission www.museumofflight.org

Sullivan Lake: A Little Bit of Work and Lots of Fun

Submitted by Bob Kay, RAF-WA Liaison

Northeastern Washington at Sullivan Lake was the setting for a work party/fly-in August 17-19. Airplanes started arriving as early as Thursday afternoon from all over the Pacific NW and California. A total of 35 airplanes flew in, some via floats on the pristine lake and others landed on the turf 1765' airstrip.

Friday night meals were up to each fly-in camper. Later that evening, we had a get together around the main campfire and swapped flying stories. That afternoon and evening a bagpiper wandered in from the adjacent USFS campgrounds and held a one-man piper's tattoo for us. The weather cooperated the entire weekend and the lake was a great way to beat the heat.

The airstrip was already in great shape from previous work parties and State maintenance, but the recurring and abandoned gopher holes needed filling and weeds needed whacking. We left the airstrip in better shape than we found it. Supervising the work party was WA State Dep't of Transportation's Paul Wolfe who's the manager of all 16 Washington State DOT airports. Many people who had landed at Sullivan Lake years before remarked that the runway is in better shape than it has ever been.

Fifty-five flyers and others gathered around the campfire on Saturday night. They were there to enjoy a steak & corn-on-the-cob dinner hosted by RAF WA State Liaison, Bob Kay and wife Jo, along with the Washington Seaplane Pilots Association's Greg and Mary Jo Corrado. They also shared and enjoyed potluck side dishes and desserts that evening. Doug and Kathleen Sapp of Omak helped prepare the meal, with Doug assisting Greg Corrado on the grilling of the steaks. Lots of others pitched in to make the dinner the highlight of the fly-in.

Jerry Larson from the Deer Park Chapter of the Washington Pilots Association was there as the Adopt-an-Airport representative. Jerry was a great help organizing picnic tables and checking to make sure the campgrounds were tidy after the festivities were over. There wasn't much to do on that front since everyone attending operated under the fly-in-fly-it-out philosophy.

The RAF, WSPA, WPA, SPA, and the Deer Park Chapter of the WPA are working with the WSDOT Aviation Division and the USFS to make improvements to the airport campground; including, 10 new fire rings and an additional 5 picnic tables along the west side of the runway. We hope to have those improvements in place by spring of 2013.

Sullivan Lake is a very special place with so much to do after you fly in. It is a great place to bring the whole family. It's camping under the wing of your airplane at its finest with fire rings, picnic tables, and potable water on the field. The adjacent USFS campground features seasonal camp hosts, water, vault toilets and bear-proof garbage receptacles. We suggest that you pack hiking shoes, swim suits, fishing poles and s'mores fixins'!



Stinson Paul Lewis WPA Tonasket



Coffee in the AM



Dad brought us in his seaplane.



FP Landing



Camping at Sullivan Lake

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