



Wings

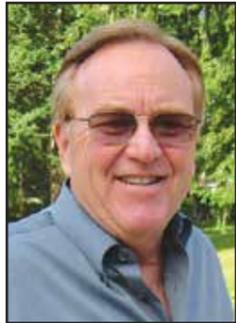
INSIDE THIS ISSUE:

- Big World Flight for Education..... 1
- Tacoma Narrows Feature..... 2
- Excise Tax..... 3
- Colville Fly-in 2015..... 4
- Hutten Kids Fly to Cavanaugh Bay 5
- AirVenture - Oskosh..... 6
- DO NOT TOUCH..... 7
- Flight Service Station Changes..... 8

Serving Washington Pilots Since 1960

OCTOBER - NOVEMBER 2015

President's Message...



John Dobson,
WPA President

What's in it for ME?

Membership in the WPA requires YOUR immediate attention. It's time to renew / join NOW for 2016! What's in it for you? Let's talk about your pocket book and the future of aviation in the State of Washington. Let's talk Advocacy!

I have had the privilege of serving on several advisory boards looking for ways to fund our airport infrastructure. As many of you know my position at the Port of Shelton (Sanderson Field) has given me a unique and firsthand look at airport financing. There is a very strong movement afoot to, "... provide WSDOT Aviation with feasible solutions and ... strategies that ... aviation stakeholders may leverage to address the statewide airport preservation and capital needs". In simple terms, our 134 airports will need \$3.6 billion over the next 20 years! WSDOT Aviation needs to grow its budget from \$1.4 million per year to \$12 million per year!

Airports need to be self-sustaining. If you believe that airports survive on tie-down fees, hangar rents and fuel flowage rates please think again. If you believe that the taxpayers of this state should reach into their pockets and bail you out, please think again. Remember, you are one of those super rich guys that flies airplanes. If you want to have any say in your future you need to be a part of the bigger picture. The bigger the WPA becomes the better chance we have to effect the decisions made by our

(Continued on page 2)

Big World Flight for Education

By Marian Heale

There are a number of aviation groups who have dedicated all or part of their programs to bringing aviation to young people. Big World Flight for Education, the brain child of a number of Boeing Engineers and friends who are passionate about aviation, puts its volunteers' time and resources on the line to bring the wonder of flight to students in 4th through 8th grades.

Each year, generally in September, members of the group head out in several airplanes armed with a classroom set-up to teach kids about flight planning; search and rescue equipment



Big World kids watch a Drone Demonstration at Evergreen Sky Ranch



One Big World station is, "The Airplane", where kids learn parts of the aircraft and their function

including an ELT; a 10' X 10' lay-out of an airport including runways, windsock and tower, and the airplanes they arrive in to help students make the connection from "real world" to classroom instruction. Big world concentrates its activities throughout the Pacific Northwest, and for 2015, all four of the presenters were members of WPA.

This year, beginning September 15,

the group started by having about 80 6th and 7th grade students from the Enumclaw area arrive at Evergreen Sky Ranch. The four stations had been arranged outside on the grass or inside a hangar for the more formal flight planning section. One neighbor at Evergreen saw what was happening and offered to bring out his helicopter for a presentation – it was

a big hit. The highlight of the day was when the same neighbor offered a drone demonstration. Toward the end someone yelled, "Follow the drone", and 80 kids swarmed like bees, following the drone like the proverbial Pied Piper of Hamelin. The drone operator led all 80 children to an area near the busses for photos and a farewell.

On September 20th, Big World took to the air, visiting Republic, Oroville, Tonasket, and finally Okanogan, taking the presentation to approximately 320 kids in the 5th, 6th, and 7th grades. This year's presenters consisted of four Big World representatives traveling in two C-180's and a Cherokee 180. Mike Latta, retired Airline Pilot; Bruce Booker, retired King County Sheriff's Captain; Tom Jensen, retired Boeing Engineer, and Marian Heale, retired Washington State Patrol dispatcher made up the group. Between them they have about 170 years flying experience in a variety of fields.

(Continued on page 8)

2015-09 Wings Legislative Report

By Blake McKinley, Jr.

For this legislative report I am going to touch on a couple of things more on a national level, primarily the Pilots Bill of Rights-2 (PBOR-2). Recently there have been a lot of "facts" being given regarding the Pilots Bill of Rights-2. Some of the information has been accurate and some of it outdated.

The confusion comes from the PBOR proposed in the previous Congress by Senators Inhofe and Manchian and the PBOR2 proposed in the current Congress by Inhofe and Manchian. Yes, there are similarities, but there are also differences. Contained in both the PBOR and the PBOR2 is third class medical reform.

The Pilots Bill of Rights (PBOR)

contains a number of items that are inherently good because it would grant pilots a better position with the FAA should an issue develop. Contained in the PBOR is third class medical reform. Basically, the third class medical reform would grant private pilots flight privileges without having to obtain a third class medical certificate from an AME. This would require that pilots self-assess their readiness to fly, not unlike pilots are required to do now. However, under the third class medical reform, a pilot would not have the same privileges as a pilot with a third class medical. For instance, in the PBOR introduced last year the limitations included VFR only and an altitude limitation of 14,000

MSL. In the PBOR-2 the altitude limitation remains but allows IFR operations. Other limitations include operating aircraft with a gross takeoff weight of less than 6,000 pounds, no more than 5 passengers, and indicated air speed of less than 250 knots. The pilot must possess a valid driver's license. Flights are limited to domestic flights only (unless authorized by the country visiting).

This bill seems to be quite fluid. For instance, earlier this year Senator Manchin unsuccessfully attached PBOR-2 to the Senate highway bill. He offered an amendment to increase the altitude limit up to 18,000 MSL. It is important to understand that legislation can always be changed throughout the legislative process, Senators Manchin and Inhofe are now proposing the higher altitude limit.

In my opinion, many of these changes make sense while some of the changes instill unnecessary artificial limitations. For instance instead of there being an altitude restriction of 14,000 feet or even 18,000 feet, shouldn't the restriction be determined by the certification of the aircraft? After all, there are already regulations dictating when oxygen is necessary. As a consequence, artificial altitude limitations (more regulations) are not necessary.

With regard to privileges granted by a

standard driver's license, irrespective of age or even to a large extent, general health, an individual can visit the RV dealer, purchase and operate a class 'A' motorhome or that same individual can go to U-Haul and rent their largest moving van and drive it across the country fully loaded – without restriction. Arguably, a motorhome, or similarly sized vehicle or any vehicle pulling a travel trailer in the case of an accident can result in greater damage than the same individual operating the typical GA airplane. At some point, when that individual's health declines either the family or their physician will step in and restrict or pull their driving privileges.

The AME should have the same authority as your general physician but without FAA intervention. It would make sense for the FAA to have the authority to grant a physician AME status. However, once a physician has AME status, the authority of granting or withholding the pilot's medical should be up to the AME, not the FAA. After all, the AME is the one with the malpractice insurance. I suspect that currently, in the event of an incident, the FAA accepts no responsibility on the medical side and the responsibility falls back on the AME and his or her malpractice insurance. The corollary to this is for the DPE

(Continued on page 8)

Tacoma Narrows

1202 26th Avenue NW Gig Harbor, WA 98335



Tacoma Narrows Airport is located 4 miles west of Tacoma. It has 128 single-engine, 23 multi-engine, 12 turboprops, and 7 turbojets. Runway 17-35 is 5,002 ft long, 150 ft wide, has an asphalt surface. The Runway is equipped with precision approach path indicators and a medium intensity approach lighting system. The runway alignment indicator lights and instrument landing system provide the runway end with a CAT I precision approach. This runway also has a GPS approach.

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

AIRPORT CHARACTERISTICS

Location	Service Classification	Approach
Legislative Dist: 26	Federal: General Aviation Airport	Airport Elevation: 295
Associated City: Tacoma	State: Regional	Approach Category: D: 141 to < 166 knots
County: Pierce		
Organizational Structure	Runway(s)	Type of Airport
Ownership Type: City Govt.	Number: 1	FAA: IID
Owner: Pierce County	Type(s): Asphalt	Description: Beechcraft Super King Air/Leerjet 35

AIRPORT ACTIVITY

Activities	Based Aircraft	Cargo
	Based Transient	
Agricultural Spraying	<input type="checkbox"/>	Jet 7
Air Ambulance	<input type="checkbox"/>	Multi-Engine 17
Medical Transport	<input type="checkbox"/>	Single-Engine 124
Airplane Parts Manufacturing	<input type="checkbox"/>	Rotor Based 8
Aerial Surveying	<input type="checkbox"/>	Glider 0
Wildland Firefighting	<input type="checkbox"/>	Military 0
Skydiving/Parachute Drops	<input type="checkbox"/>	Ultralight 0
Aerial Tours	<input type="checkbox"/>	Seaplane 0
Civil Air Patrol	<input checked="" type="checkbox"/>	Total 156
Cargo Activity	<input type="checkbox"/>	Fixed Based Operators
Flight Training	<input checked="" type="checkbox"/>	AIS Last Updated: 12/28/2010
Commercial Carrier Activity	<input type="checkbox"/>	No. of FBOs 2
		Number of Cargo Carriers -
		Total Cargo Volume (Tons) -
		Ground Transportation
		AIS Last Updated: 12/28/2010
		Bus Service <input type="checkbox"/>
		Taxi Service <input checked="" type="checkbox"/>
		Marine Service <input type="checkbox"/>
		Rail Service <input checked="" type="checkbox"/>
		Shuttle Service <input type="checkbox"/>
		Limo Town Car <input type="checkbox"/>
		Other Ground Transportation <input checked="" type="checkbox"/>

Comparison by State Classification

Airport	Classification	
	Low	High
Based Aircraft	156	5 658
Operations	57,342	4,254 142,000

Commercial Enplanements*

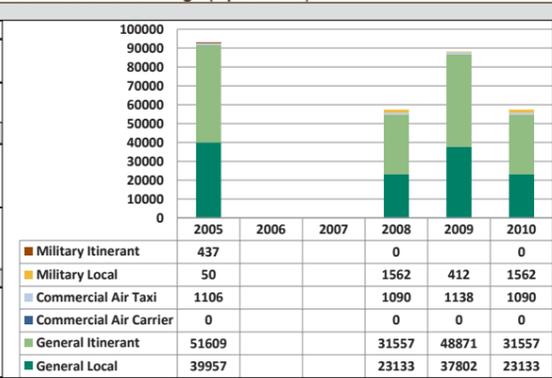
2010	-
2009	-
2008	-

*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 checked="" type="checkbox"/>
Helicopter Fuel	<input type="checkbox"/>

Take Offs and Landings (Operations)



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:	Kitsap_Pierce
Direct Jobs:	Estimated jobs on the airport footprint (excluding businesses that are not aviation-dependent).
Direct Labor Income:	Estimated income paid to the Direct Jobs located on the airport footprint.
Direct Output:	Estimated value of original business activity that remains in the economic impact region (some business activity will be exported outside of the region).
Indirect/Induced Impacts:	Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts:	The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impact from Airport Businesses

Estimated Economic Impact	Direct	Indirect/Induced	Total Impact
Jobs	26	14	40
Labor Income	\$ 1,500,000	\$ 574,000	\$ 2,074,000
Output	\$ 2,300,000	\$ 1,600,000	\$ 3,900,000

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:	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
\$ 1,472,800	15	7	22	94,000	0.02%
	\$ 422,000	\$ 346,000	\$ 768,000	\$ 3,311,700,000	0.02%
	\$ 1,200,000	\$ 1,100,000	\$ 2,300,000	\$ 10,160,600,000	0.02%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 400	\$ 12,000	\$ 25,000	\$ 152,000	\$ 189,400
Visitors	\$ 11,000	\$ 11,000	\$ 11,000	\$ 71,000	\$ 104,000
Total	\$ 11,400	\$ 23,000	\$ 36,000	\$ 223,000	\$ 293,400

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



Printed: 3/22/2012

President's Message

(Continued from page 1)

friends in Olympia.

There is a document on the WSDOT Aviation Division Website called the Airport Investment Study Solutions. It identifies 33 solutions that include both new and revised funding sources (taxes) and strategies to tackle the 20-year need. There is an executive summary that breaks down the top ten solutions. Find that document and read it! Understand clearly what your options are and how best to leverage your membership. Once again our strength comes from the votes / membership we

bring to the table.

And finally to those airport groups that value their independence, we need you to join as well. The WPA was founded on the principles that each chapter maintains its own identity. Our Management System for registering and accounting for membership supports that concept. Our By-laws insure your independence. While you may have some say in your local politics, larger groups are controlling your future in Olympia. Please consider working with the WPA to ensure your future.

People Have a Choice – Customer Service Matters!

by Tom Jensen, Airports Director

Do you remember the “Bridge to Nowhere” silly political headlines? That referred to the proposed bridge which would connect Ketchikan to its international airport, replacing the limited-service ferry which constrained medical, freight and other services to that city.

It struck me that the Narrows toll bridge had the same effect on Tacoma city fathers when, during the Great Recession, KTIW (Tacoma Narrows Airport) was neglected and unappreciated. Fortunately, for this Customs Landing Rights airport, Pierce County and PenMet Parks had the vision and stepped in to purchase KTIW in 2008.

Thanks to Deb Wallace (Administrator for the Pierce Ferry and Airports District) and her crew, KTIW is enjoying a wonderful revitalization, with freshly painted county hangars and thriving condo association hangars presenting an inviting picture to aviators, rich and poor. KTIW was a destination for the recent US Open golf tournament.

The airport recently completed its Master Plan, after broad community outreach to engage the community. The plan calls for the addition of a grass landing strip and new hangar development on the west side of the airport. Hard work during this effort led to enhanced appreciation of the airport which has encouraged much business and community engagement, and private investment in the airport which has generated new operations and maintenance revenue.

The airport leverages its connections with Gig Harbor Fire, Pierce Co. Roads

for efficient maintenance and support of their water system and facilities, and shares equipment such as mowers with KPLU (Pierce County-Thun Field.) The 25 community groups include the Rotary and Friends of Tacoma Narrows Airport, who have contributed to significant, public-friendly facility additions which attract kids and future aviators.

Pavco and Narrows Aviation are the FBO's providing flight training and maintenance services, along with ATP's flight training program with a fleet of six modern aircraft. There are also avionics, jet- and piston- maintenance businesses on the airport.

An important, attractive asset on the field is the thriving Hub Restaurant, operated by the famous Harmon Brewery organization. This restaurant has struggled through several owners over the years, but recent success show the benefit of skilled operation and marketing.

The airport covers 600 acres and is fastidiously maintained to provide an appealing appearance to users of all (variety), and as with the title of my article, provides a draw worthy of Gulfstreams and “spam cans” alike.

The airport has a contract tower and meets all FAA requirements, along with 7-day facility checks (FOD, etc.) and 24 hour on-call support available. WPA aviators will find KTIW a friendly and inviting destination in a spectacular setting, complete with Mt. Rainier view. Go there soon, and pick up your copy of the Experience South Puget Sound discount Passport!



Tacoma Narrows Airport during their Wings and Wheels event.

PROPOSED CHANGE IN WPA BY-LAWS

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

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

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

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

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

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

The Washington Pilot's Association Board

Washington Pilots Association

Executive Committee & Officers

President: John Dobson	206 786 6081
Past President: Les Smith	425 493 0451
Past President: Dave Lucke	509 326 2599
VP West: Jim Posner	360 626 4421
VP East: Darold Shultz	509 999 5835
Treasurer: Bud Smilanich	460 427 6844
Secretary: Marjy Leggett	509 547 4347

Directors:

Airports: Tom Jensen	360 825 6777
Membership: Amy Bellesheim	713 922 3011
Safety & Education: Ken Davies	360 202 0836
Legislative: Blake McKinley	509 924 0070
Dir at Large: Frank E. Hummel	206 499 9384
Communications: Marian Heale	509 624 1092

WPA Website:

http://www.wpaflys.org



WPA Wings

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

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

Please send articles via email to: wings@wpaflys.org

Send typewritten or handwritten articles to:

PMB 397, 227 Bellevue Way NE

Bellevue, WA 98004-9721

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

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

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

Be smart, and please fly safely.

Airports Report to WPA Board, Sept. 19, 2015

By Tom Jensen

METHOW: An Adopt-an-Airport group is needed for Methow, and hopefully the Okanogan and Ferry county chapter might pick it up, at WSDOT Airports Construction Manager has requested. He has contacted the chapter directly and will make their chapter meeting (today at 1pm, conflicting with our board meeting, unfortunately) today if possible. Paul has a long list of volunteer opportunities where WE can make a difference.

WSDOT SURVEY: The Aviation Division is requesting state pilots complete public input on their State-Managed Airport Planning efforts. Please jump on the survey at http://www.wsdot.wa.gov/News/2015/05/AirportSurvey_28.htm. Your voice can make a difference; please share this with your chapters.

PEARSON NPRM: An NPRM is under consideration to eventually replace Pearson's Class D (with advisory) airspace with a Class E surface area. This will improve IFR safety by controlling airspace to the ground in low conditions by reducing VFR traffic at 700' or below which could otherwise be close to IFR traffic in the clouds on approach to KVVUO.

If you use Pearson and/or care about it, please consider commenting on the NPRM. (Comments are due Oct. 13; find it on www.regulations.gov and search for "NPRM 3322-0001"). I have commented as the WPA Airports Director to the docket, strongly favoring formation of the Class E Surface Area.

ADS-B IS COMING: The imposition of ADS-B will soon be upon us, indirectly affecting our access to the air (due to its cost) and directly affecting access if we fail to implement. New solutions are becoming available, with some which will nicely interface with the ForeFlight /iPad applications which many of us already effectively use. It is time to start thinking about this. I recommend you review the ADS-B article of one member's solution on the Okanogan and Ferry County chapter web link.

ROGERSBERG: Paul Wolf's dealings continue on the closure of this airstrip which resulted from communication failures between the BLM and the Nez Perce Tribe (IMHO), with help from influential friends coming out of the woodwork, some from PAPA (Pasayten Airstrip Preservation Association) and others who happen to be buddies with the Nez Perce chief. We may prevail over the tribe antiquities archaeologist in the long run. I am keeping the old powder dry and following Paul's lead. I want to get back to fishing there!

USER FEES: The NBAA (National Business Aircraft Association) has been stirring the pot with ATC system users who will be adversely affected if user fees are implemented. I don't know what to do with this other than write our legislators, a hugely disappointing endeavor. Attached is a copy of my letter to one of my three elected officials. No response from Cantwell or Reichert, but I did receive a disconnected, unrelated form letter from Senator Murray (who is up for election in 2016.)

AVIATION OUTREACH: I have been involved with www.bigworldflight.org for 25 years and am heading off for our 2015 Fall Flight tomorrow to show 5th graders at Republic, Oroville, Tonasket and Okanogan how their STEM subjects taught in school connect with the real world. As with the EAA's Young Eagles program, BWF has been a rewarding way to "do something" about our aging pilot population, as this age is the point in life where kids are starting to think about career choices. I urge chapters to get involved with both programs and cook up ideas on your own.



Smoke fills the valleys in September during one of Washington's worse fire seasons in history

EXCISE TAX... And your Future By John Dobson

The Washington State Aviation Alliance (WSAA), of which the WPA is a member, scored a major victory in Olympia during the last legislative session.

Aircraft that reside in Washington State pay an annual excise tax ranging from \$20 to \$120 per year. Aircraft purchased or moving into our State are subject to either a property tax or sales tax. Combined, those funds amount to approximately \$300,000 per year. Prior to WSAA's involvement 90% of those funds were deposited into the State General Fund. Although the strategy of maximizing general fund revenues has merit for Olympia it comes at the expense of defunding aviation.

The WSAA argument made clear that allowing WSDOT Aviation access to those funds would actually return \$517,000 to the general fund in the form of sales and

B&O taxes. WSDOT Aviation will now be able to leverage \$6.5 million in Federal Aviation Admin (FAA) grant funding. Note, aviation annually contributes nearly \$540 million in tax revenue to the State General Fund and 248,500 jobs to the state economy, all of which is dependent upon an aging airport infrastructure.

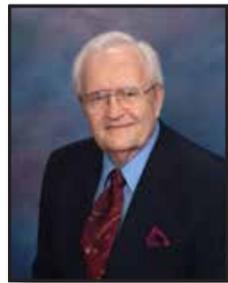
Understanding the economics of airports and the political realities in Olympia was / is critical to WSAA's success. As GA pilots, we seldom involve ourselves in the costs associated with running an airport. (I'll be writing more on airports 101 next issue). Working with and through our partners; relying on each other's strengths makes all the difference.

We also need to acknowledge and thank Senator Steve Hobbs and Representative Tom Dent who sponsored

the legislation that made the redirection of funds possible. And to our partners below may this be the first of many opportunities to enhance aviation in our State.

Washington Airport Management Association (WAMA), Washington State Community Airport Association (WSCAA), Washington Pilots Association (WPA), Washington Seaplane Pilots Association (WSPA), Washington Aviation Association (WAA), Pacific Northwest Business Aviation Association (PNBAA), Recreational Air Force (RAF), Washington State Department of Transportation Aviation Division (WSDOT-AD) Affiliates include Aircraft Owners and Pilots Association (AOPA) and National Business Aviation Association (NBAA).

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



By Jim Posner – WPA's VP-West – September, 2015

A poll of the Westside Chapter presidents did not reveal any significant chapter activities since the Arlington board meeting.

The San Juan Pilots Association (SJPA) Board of

Directors voted against putting a vote to their membership to become a chapter so this is a dead issue at this point. Darryl, the president of the SJPA and I have been working on this for about a year now, so are disappointed with the results.

He is much more optimistic about the

possibility of a change in heart sometime in the future. His comments to me were:

*Hello Jim!
For a comment from a non-chapter I will submit this – for what it's worth.*

The San Juan Pilots Association is still considering becoming a chapter of the WPA. The SJPA Board of Directors is generally in favor of an affiliation, but a few members are hesitant. Before becoming a chapter, the SJPA



Hood Canal and Olympics Photo by Doug Haughton



board would like to build a stronger consensus among the membership rank and file. Darryl Swenson, President of the SJPA, is in favor of becoming a WPA chapter, and begs the patience and understanding of the WPA.

*Thanks,
Darryl*

The new Skagit chapter is in progress and is being shepherded by Ken Davies. He writes (as of 8/31):

"I needed to push the meeting until after the Skagit Community day. That will change real soon. A full report in a week or so."

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

Pearson IFR Approaches By Tom Jensen, Airports Director

An NPRM (Notice of Proposed Rulemaking) is under consideration to eventually replace Pearson's Class D (with advisory) airspace with a Class E surface area. This will improve IFR safety by controlling airspace to the ground in low conditions by reducing VFR traffic at 700' or below which could otherwise be close to IFR traffic in the clouds on approach to KVVUO.

If you use Pearson and/or care about it, please consider commenting on the NPRM. (Comments are due Oct. 13; find it on www.regulations.gov and search for "NPRM 3322-0001") My comments follow:

Speaking as the Airports Director for the Washington Pilots Association (a 1000 member, 501(c7) organization representing general aviation pilots in Washington), I strongly support the NPRM proposal to establish a Class E surface area as described around the Pearson (KVVUO) airport.

This will enhance safety and utility, particularly for IFR traffic. The airspace around KVVUO is complicated, underlying the runway 10 approaches to Portland (KPDJ) with KVVUO fitting in a complicated Class D space with an 1100' ceiling under Portland's Class C. Considering the often "nasty" Columbia

River weather (wind, fog, rain)

Pearson is an historic airport of strategic importance to pilots and local business. In part, because of its historical importance, the Puget Sound Antique Airplane Club kicked off its 2007 three-state air tour (much like a 1930's barnstorming tour, but with 25 airplanes) at Pearson. I note this to point out the diverse nature of pilot users of KVVUO.

Please establish a Class E surface area around KVVUO and replace the present Class D with a set of Part 93 airspace procedures for the new Class E surface area, identical to those in LTA-PDX-1 in use today.

WPA Chapters Around the State

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

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

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

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

CLALLAM COUNTY - The Clallam County chapter meets on the third Thursday of the month at Rite Bros (FBO) at Port Angeles Fairchild International Airport (CLM). Meetings begin at 7:00 pm, and all are welcome. **For more info on the Clallam County chapter, contact Jerry Nichols, oldnick@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 February, April, June, August, October and December for dinner and an aviation program. **For meeting information and other chapter activities, including group fly-outs, WINGS programs and other special events please visit http://www.wpaflys.org/Chapters/GreenRiver/EnRoute_Monthly_Editions/current.pdf or contact the Chapter President Shane Mahoney at shane@skynetbb.com, 360-802-2300.**

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of each month, year round, at 10:00 am in Hangar 15 at Harvey Field. For more information on activities, please visit the WPA web site, click on the Harvey Field Chapter, and visit the Activities Calendar. **For more information contact Sandy Burn at 801-673-4380.**

NORTH SOUND/BELLINGHAM - The North

Sound chapter meets every second Thursday of the month (except during June, July and August), at 7:00 pm at the *Whatcom Educational Credit Union WECU*® 600 Block of Holly St. in Bellingham. For more info on the North Sound chapter, contact **Robert Powell robthpowell@gmail.com.**

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

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

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

SOUTHWEST/VANCOUVER - 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 Darcy's at the old University Mall at University and Sprague beginning at 6:00 pm. Meeting program information and upcoming special events can always be found on the WPA webpage under the Spokane Chapter tab. **For more information, contact Chapter President Donna Childs at cloud_jockey@msn.com, 208-699-7394.**

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

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

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

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

Colville Fly-in 2015

Dave Garringer, Airport Manager, President, Colville Valley Chapter, Washington Pilots Assn.

Even with the fires, smoke and multiple TFR's surrounding Colville, the Colville Valley chapter was able to host a couple of successful events at the Colville airport.

Our first event in June was a new idea, "Movie Night at the Airport", and the second was our annual Fly-in and open house on Saturday, August 1. Movie Night was aimed at bringing the local community, and any of the Eastern Washington and North Idaho flying community, to a free, fun event at the Colville airport.

Hot Dogs, Popcorn, candy,

refreshments, door and raffle prizes were available to the movie goers. Two movies were shown. The first movie, at 7 p.m., was for the young future pilots to be, Disney's "Planes". About 80 kids and parents toughed it out in the 100 degree evening in a partially closed, (due to a very bright mid-June evening) Swift Flight (local FBO) donated hangar. Even with that, I still observed a lot of smiles and received many requests to do it again.

The second movie, at 9 p.m., the eighties favorite, "Always" was a hit with the adult crowd, especially when

the hangar doors were opened wide and a cool summer breeze came from the north, smiles were even bigger. It was fun for all involved and it's a good possibility it will happen again.

The 25th annual Colville Valley WPA Fly-in Breakfast and Open House was a success times two. In just the four hours between 7 a.m. to 11 a.m. we were able to cook about 450 breakfasts which wouldn't have been possible without the great volunteers of the Colville Valley WPA and friends of the Colville airport.

Addison Pemberton and his Boeing 40 mail plane was once again a hit with the Colville crowd as well as his beautiful Waco EQC-6 Biplane that his son, Ryan, flew in with him. About 30 aircrafts of various vintages, shapes, sizes and models flew in to visit and enjoy the breakfast.

The local RC Model Club was happy to display their many model aircraft to the public. Every time that I glanced that direction there was a crowd always present around their tables.

The Civil Air Patrol also had a booth informing pilots and the public about their mission and doing a little recruiting as well.

WSDOT Director Tristan Atkins and Tom Peterson, of WSDOT's Aviation Emergencies Services, presented two short but informative seminars on aviation emergency services and aviation programs for pilots.

Medstar, the local medical transport company from Spokane made a visit with their Pilatus PC-12 and Interstate Aviation out of Pullman provided the public with many fixed wing rides as did the Robinson R-44 helicopter from Inland Helicopters out of Spokane with pilot Daryl at the controls giving many their first helicopter ride, and along with the many things to see, we also had the pleasure of the area's vintage and hot rod car enthusiasts displaying their automotive masterpieces.

With the 2015 fire season well under way, the Colville airport was host to a sizable helibase, and with that, the fly-in crowd was lucky enough to see a based contracted helicopter with it's attached U.S. Forest Service Rappeller crew do an exciting demonstration rappelling from a Bell 205 helicopter giving the crowd a glimpse into the duties of an initial attack fire fighting crew and what they do to protect us from the dangers of wildfire.

The weather couldn't have been any better with the cool, clear, calm morning that we had, but we realized how lucky we were when only a few days after our event the Colville area was blanketed with a thick layer of smoke that would end up staying for weeks.

All in all, it was a great morning for all of us at the Colville Valley Fly-in and Open House and will be gearing up for a possible 26th annual Fly-in Open House for the 2016 flying season.



Attendees line up for a great breakfast at the Colville Fly-In.



Young mother sees how her son will look as co-pilot.

Regal Aviation Insurance

Your Insurance Professionals
Representing All
Aviation Insurance Companies
Dedicated to General Aviation Since 1978

800-275-7345
503-640-4686
Fax 503-640-3071
5625 NE Elam Young Pkwy
Hillsboro, OR 97124
www.regalaviation.com

Hutton Settlement Fly-Out to Cavanaugh Bay

By Marian Heale

WPA Spokane's twenty-fifth annual Hutton Settlement Fly-Out to Cavanaugh Bay in September was another great success. The chapter's commitment to educate young people about aviation while having fun is nowhere more evident than at the annual outing.

Once a year the kids at the Hutton Settlement in Spokane are offered a day-long trip to Priest Lake to play in the water and to picnic at Cavanaugh Bay. Founded by May and Levi Hutton, it is the mission of the Hutton Settlement Children's Home to nurture and educate children who are in need of a safe and healthy home. The facility was originally founded specifically for orphans of those who worked in the silver mines in the area. However, the settlement

has evolved into a friendly atmosphere for all displaced children.

This year eight airplanes and their pilots volunteered to transport kids and chaperones from Hutton Settlement to Cavanaugh Bay. Volunteers and kids met about 9am at Felts Field where a briefing was held and plans made. Depending on the aircraft, the flight takes from about 30 to 45 minutes.

Vern Ziggler, one on the original creators of the event, was again on hand to fly kids to Cavanaugh's then get out his boat and give the kids rides or a chance to be pulled on tubes. By 4pm and time to return to Spokane, everyone agreed it had been another successful fly-out with several of the kids getting to pilot one or more of the airplanes.



Vern Ziggler, one of the founders of the Hutton Settlement Fly-Out, pulls kids on tubes for fun in the water at Cavanaugh's



Kids enjoy tubing on the water with the Wa. Sea Plane Fly-In in the background



Pilots at Cavanaugh Bay have lunch as the kids play on the boat, water and sand

Major Changes But Still The Same

By Ken Davies

If you have looked at a Piper Super Cub built by Cub Crafters you would find the aircraft the same as it was being built since 1980 only modified and refined to perform better than ever. This was done to recognize the potential performance that had never been fully developed in the Super Cub. Today, the aircraft are stronger, safer, and easier to fly. I mention this because the Super Cub being a favorite of Alaska bush pilots any time you can maximize aircraft performance, flexibility, or durability why not do it.

The "smart monitors" and GPS enhance the aircraft safety going above and beyond the standard round dial "steam gauges." But in the end it is still the same aircraft and the same pilot.

Today with glass panel cockpits, ADS-B, digital charts and maps for iPads and tablets these features greatly enhance aviation safety when properly used. Each pilot should take the time on the ground to ensure they best familiarize themselves with each device or feature they implement into their flight. Get to know the best way to operate them, know the short cuts and options they can provide.

Fly Q one of the many digital flight planning tools out there today for example provides the "two tap" option to any resource within that program. They have "You Tube" videos of all their functions to allow each operator to practice with their unit while watching the video.

All these products and features are great to enhance each flight and make it safer for the pilot until or for some reason you don't have it or it fails. Pilots are finding upgrades to their operating systems on their iPads and tablets are having an effect on their flight planning systems causing them to freeze up or not work properly. We as pilots still need to remember about pilotage and dead reckoning when flying. We get so used to flying with our creature comforts we don't practice pilotage and dead reckoning enough.

I recently ran into a very proficient rated pilot who confessed to me for some

reason lost his "flight planning systems" and was momentarily lost. He was glad he still remembered how to get out his paper sectional chart and go through his four "C's"; climb in altitude if possible, for better radar and direction finding, confess the predicament to a ground radio station, communicate with the ground link, comply with the advice and instructions received. He also took a recent flight after that incident to just leave his creature comforts off or at home and practice flying the way we were taught to fly. He found it fun in a way and realized he had gotten too out of tune with the "basics."

When was the last time you flew without a GPS or EFB flight planning tools? When was the last time you flew without your autopilot if you have one? When was the last time you turned off your engine monitor and manually computer your fuel burn? I believe this will help us maximize our aircraft performance, flexibility, and durability.

On another note; Drone incidents are on the rise. More than 70 close calls with small drones since Aug. 1 There have been three in local area: Aug 1, 2015: Rockwell AC90 observed a white drone with black markings at 3700 feet 11 miles E. of Seattle. Aug. 8, 2015 Alaska Airlines FL446 enroute to LA observed a red & white drone at an altitude of 8,000 to 10,000 feet about 24 miles SE of Seattle. Aug. 17, 2015 C-172 reported a silver drone about 500 feet below at 1,000 feet of its right side about 5 miles north of Sportsman Airpark (Newberg, OR). Nearly 700 incidents so far this year, triple the number reported for all of 2014. If you see a drone please report it. Thanks. Fly Safe



Safety & Education Director

JOIN WPA

WPA is working to advance the interests of general aviation in Washington State.
Please Join or renew today!
www.wpaflys.org



Washington Pilots Association
Serving Washington Pilots Since 1960



WESTERNAVIATION

Full-service FBO at KSFF
Repair Station # GG6R560N

FUEL
100LL & Jet A

AVIONICS
Sales, Service, and Installations

MAINTENANCE

PILOT SUPPLIES

<p>Line Services Terminal Building 6105 E. Rutter Ave. Spokane, WA 99212 Open Daily 8am to 5pm 509-939-8197</p>	<p>Main Facility 5505 E. Rutter Ave. Spokane, WA 99212 Open M-F 8am to 5pm Open Saturdays (seasonal) 509-534-7371</p>
---	---

Moore Aircraft Appraisal



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



AirVenture - Oshkosh, Wisconsin Trip Report Frank Hummel, WPA-PAE

This year's flights to attend AirVenture was full of adventure and new experiences in getting there, being there, and returning home. Once again Cardinal Air carried us flawlessly over 3,000 miles with over 34 hours of flight time. The total trip lasted two weeks to the hour from departing Paine Field to returning there.

Thomas W. joined me on the way there, while James P. joined on the way back sharing flying duties. Although I missed flying with my buddy Les Smith as in the past three years, flying with Thomas and James was a real pleasure! Thomas making his first long cross country and attending AirVenture, and James, a seasoned pilot, sharing the journey and flying back home. Rich H. drove in from Ohio to spend several days at Camp Cardinal Air in the North 40.

AirVenture itself was bigger and stronger than the past several years. Some statistics –

Attendance: Approximately 550,000, with a total attendance increase of approximately two percent. On Thursday alone, there were more than 3,100 aircraft movements (takeoffs and landings) over 14 hours, the highest total in at least three years.

Total aircraft: More than 10,000 aircraft arriving at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin.

Total show planes: 2,668 – including 1,031 homebuilt aircraft, 976 vintage airplanes, 350 warbirds, 130 ultralights and light-sport aircraft, 101 seaplanes, 30 rotorcraft, and 50 aerobatic aircraft.

Commercial exhibitors: More than 800, including more than 140 new exhibitors this year.

Forums and Workshops: A total of 1,048 sessions attended by more than 75,000 people.

Social Media, Internet and Mobile: Nearly 600,000 AirVenture web sessions from around the globe; 40,000 downloads of the EAA AirVenture app; AirVenture social media posts reached 82 countries; and EAA's 1,000 photo uploads were viewed nearly 8 million times.

Guests registered at International Visitors Tent: 2,299 visitors registered from a record 80 nations, with Canada (485 visitors), Australia (266), and Germany (204) comprising the top three represented nations.

Media: 970 media representatives on-site, from five continents.

For the fourth year I once again joined the Cessnas 2 Oshkosh mass formation arrival. 72 Cessnas this year, up from 54 last year. Thomas and I flew a formation element lead about one third of the way into the formation. All 72 arrived and landed safe and sound. A remarkable accomplishment.

During the past three Cardinal Air trips to Oshkosh, six trips back and forth between Paine Field and Oshkosh, half took three days and half took two days to complete the journey each way. This year it was four days each way. Bad weather was the culprit. Glad we were not in a hurry and taking the flying days one at a time. Despite this we got to where we needed to be and back home when we wanted to. During flight legs we landed at more alternate airports than any other time,

overnight in unplanned cities, and stumbled into some gems. The longest one day flight time was more than seven hours, while the shortest was less than two.

In addition to the circumstances and challenges mentioned above, for the first time, Cardinal Air experienced carburetor icing while entering the Rocky Mountains, (there's a procedure for that), gusty winds during a landing touch down requiring a go around to prevent the airplane from turning into a ball (there's a procedure for that), landing at an airport with a rapidly approaching thunderstorm requiring chaining her down within moments of landing (there's a procedure for that), and turning away from our planned destination to go somewhere else due to weather (there's a procedure for that



Kari and Vera off our wing shortly after departure from Oshkosh, Wisconsin

too). We worked harder than usual, all of which was well within a competent pilot's basic skill set. It was actually all enjoyable to be tested and succeed.

The weather on the ground in Oshkosh can be challenging at times with strong winds and thunderstorms. My trusty tent that has served for many years yielded to a windy day by snapping a tent pole (there is a procedure for that – go to the nearby Target and purchase a new tent).

A friend won a raffle prize but had already departed for home. Greg called me asking to collect his prize for him, only to discover it was a ride in the 87 year old Ford Tri-Motor. The only thing to do was enjoy Greg's prize for him. Rich joined me on the Tri-Motor ride, which was an epic experience for us both.

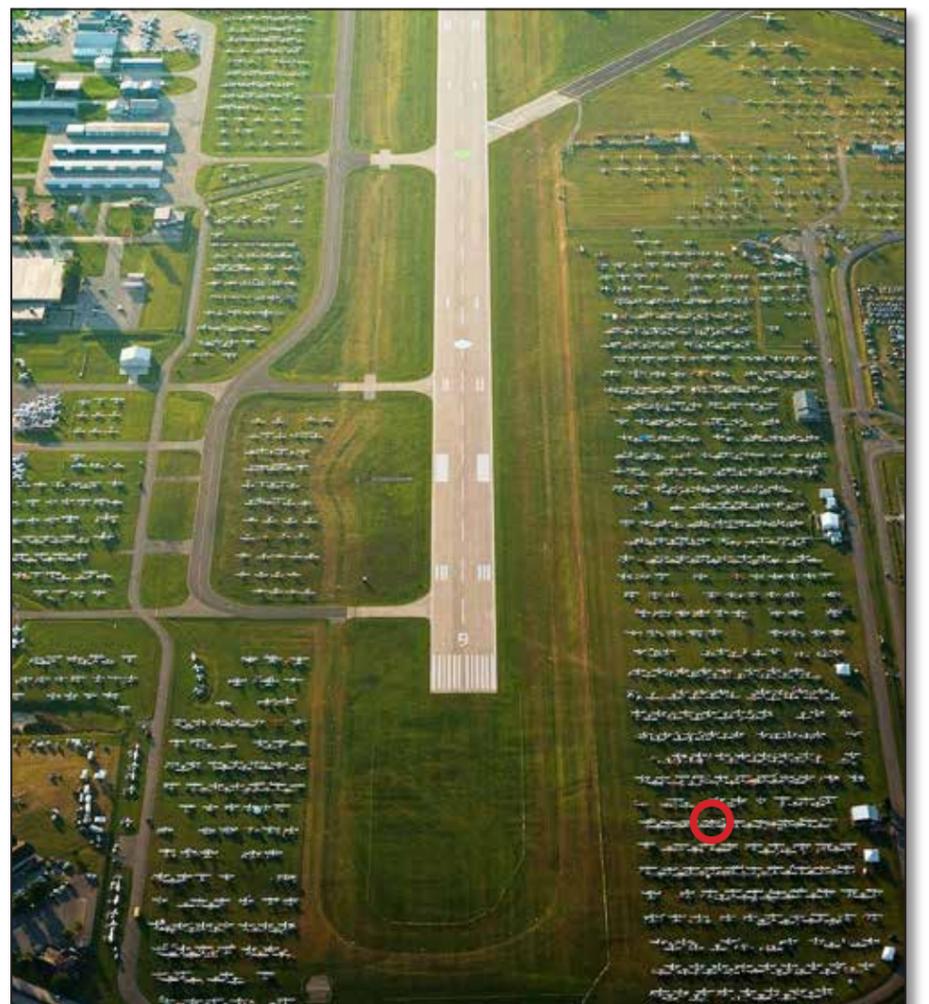


Thomas with the Cardinal. Rain has passed, getting ready for the formation arrival.

While at AirVenture I had the pleasure to see many friends. Some I see often, others less so. This part is always most enjoyable. Spent several evenings with many of them, including my Cardinal Air partner and good friend Les following his relocation to a new job on the east coast. Flying home with James was a pleasure. James and I know one another from Paine Field, he is an excellent pilot. During the course of flying there with non-pilot Thomas, he quickly became an expert copilot. Learning very quickly how to be a useful asset in the cockpit. It was a joy introducing Thomas to the "World's Greatest Aviation Celebration". We saw and did many things together, including participating in installation of rivets on an aircraft wing under construction, after which our names were entered into the aircraft's construction log book.

Departing Oshkosh, friends in their Bonanza took off right behind us and joined us in formation for an hour or so heading west until we parted ways towards our respective destinations.

Some who read this know me well enough to understand my obsession with aviation and flying. This year's journey and visit did not disappoint.



Our parking and camping spot for eight days



(RLD) Richland, WA
Full Service FBO:
 Aircraft Rental, Flight Instruction
 Aircraft Maintenance
 Pilot Supplies, Courtesy Car
 100LL SS & Truck, Jet A Truck
 Aerial Advertising (Banners)

1903 Terminal Dr
 Richland, WA 99354
 509-946-2515
info@sundanceaviation.net
www.sundanceaviation.net

Serving the Tri-Cities Aviation Community for more than 30 years

Let us bring out your plane's best appearance!

WING WAXERS

- * Aircraft Detailing
- * Aluminum Polishing
- * Paint Work & Repairs
- * Internal Corrosion Treatments

Established 1989

* **Aircraft Detailing:** Unique De-oxidation & Teflon Sealant that restores and protects your paint for the next year. * **Aluminum Polishing:** The ultimate in bright work that offers the closest to chrome look. * **Paint Work & Repairs:** Competitive prices and professional finish second to none. * **Internal Corrosion Treatments:** 2 year treatments with T-9 BoeShield.

Whether you're selling your plane, considering repainting, or protecting your investment, call us first! Discover what thousands of aircraft owners across the nation have come to appreciate.

Wing Waxers Northwest

Professional Aircraft Detailing Services! Located in Arlington, WA, (AWO)

Washington Sector Call: 425-314-4338
 Web: www.wingwaxersnw.com • Email: wingwaxerswa@gmail.com



Setting the Mark



Landmark Aviation - GEG

FBO Features:

Passenger Lobby | On-Site Rental Cars
 Heated Hangars | VIP Services
 Flight Planning Center | Wireless Internet

Make Your **Reservation** Today!

landmarkaviation.com | 509.455.5204

DO NOT TOUCH... Sometimes a picture says it all

By John Dobson

On September 5 during the Blackberry Festival at Bremerton I happened to park on the flight line along with 30 plus other aircraft; all there to enjoy the festivities. A grandfather wandering the displays approached and asked if he might take a picture with his grandson and my airplane. The photo is the product of the grandfather's request.

It might be different for those who live in the metro area where income and jobs are plentiful. But for those of us who touch the rural communities we see up close and personal what might be the only chance people have to touch an airplane. Most will never venture off in one. Some will never even leave the County. To all pilots, count your blessings!

Some are starting to refer to me as an ancient pelican as I have earned a number of battle scars over the misuse and abuse of airports by the public, politicians, and locals. Without exception every conversation I have with them starts and ends with the perception that pilots are rich guys with expensive toys.

When I hear pilots say that they don't want to display their aircraft during an open house and share their good fortune with the public because they, "Don't want the kids to touch their bird", maybe this photo will give them pause to rethink their position. I'd rather a small child touch my airplane than have the elected touch my airport.



Grandfather takes picture of grandson in Dobson's airplane



RAF Washington State Liaison Dave Whitelaw, RAF member Bill Ables and other GA pilots have attended multiple meetings regarding access involving the Malheur, Umatilla and Wallowa Whitman National Forests held throughout NE Oregon and SE Washington over the last month. The benefits of the RAF and General Aviation pilot's attending these meetings included:

Aviation had simply been overlooked as a means of access onto our forest. Now they are looking forward to meeting with pilot groups to get more input regarding our airstrip infrastructure in each of our forests.

Planners were not aware of the MOU that their agency had signed with the RAF. Bill and Dave have both provided their District Rangers with the MOU.

Pilot attendance showed the USFS our commitment and the importance of public airstrips on our national forests.

The pilots who attended these meetings got to meet and get to know some of the players within the USFS.

This process is far from over and we need to prepare for meetings with the USFS. When we sit down with the USFS it will be important to show them the many airstrips that are important to GA. We are planning to start now by getting information together for each airstrip or potential airstrip located in these National Forests so we can have documentation of their existence or possible creation.

If you are interested in helping to gather this information please contact Bill Ables or Dave Whitelaw. They will be able to give you more complete instructions, criteria and access to the form we will be using in gathering this important information.

Thank you again to everyone who wrote comments and/or attended these meetings. And as many of you know, this is just the beginning, as it was said at these meetings; we may not see a final decision on this plan until the fall of 2017.

Bill Ables- OPA Backcountry Chairman,
IAA Dist II Director, RAF Member
bjables@eoni.com | 541-263-1327

Dave Whitelaw- RAF Washington State Liaison
dwhitelaw@theraf.org | 509-631-0623

Flight Service Program Changes

Recognizing a shift in users' preferences for automated services, the FAA is changing its Flight Service operation to make it more efficient and reduce costs. The agency will continue to maintain the highest level of safety.

The changes come as general aviation pilots are transitioning from traditional Flight Service assistance to more automated and web-based tools to obtain services. Through the use of updated technology Flight Service is taking the opportunity to eliminate redundancies and underutilized services.

"None of these changes will affect core flight service safety functions such as search and rescue, emergency services, Notice to Airmen (NOTAM) entry and dissemination, and pilot weather reports," said Steven Villanueva, Deputy Director Flight Service, in the ATO's System Operations Service Unit. "We are phasing in the changes to ease the transition for users," he added.

On September 24, 2015, the FAA will consolidate Flight Watch services into routine flight services inflight frequencies to eliminate unnecessary duplication of service and provide greater convenience for pilots. These services provide inflight weather information to pilots. After that date, these services will be available on the same frequencies that pilots use to open and close flight plans and to receive updates on NOTAMs or Temporary Flight Restrictions (TFRs). Dedicated Flight Watch frequencies will be decommissioned.

The FAA is proposing to phase out legacy Remote Airport Advisory Service. Seven of the airports do not meet the Agency's criteria for receiving advisory service. Flight Service is collaborating with our user groups on possible impacts and will be posting the proposed change in the Federal Register for public comment.

The FAA is also proposing to implement flight plan filing for civil aircraft exclusively under the format used by the International Civil Aviation Organization (ICAO). Flight plans contain specific information relating to the proposed flight of an aircraft and controllers use them to provide air traffic services. Today pilots file flight plans in the U.S. under either the domestic or ICAO format. The use of one format will simplify the process and align U.S. flight plans within ICAO standards.

General aviation pilots increasingly have turned to automation in recent years to file flight plans and receive pre-flight briefings. New technology such as ADS-B is providing more inflight options to pilots. Flight Service will incorporate the industry's newest technologies and reduce or eliminate other functions to create efficiencies and value. The changes to Flight Watch and RAA are the first in what is anticipated to be a series of right-sizing initiatives surrounding flight services provided to pilots.



FREE SHIPPING **NO SALES TAX!**

24 YEARS OF GIVING PILOTS THE BEST PRICING AND BEST SERVICE!

Why Choose Pacific Coast Avionics For Your Next Avionics Installation?

Simple. Because avionics is what we do, and we do it better than anyone. PCA installs more Garmin avionics than anyone on the west coast! From basic installs to complete panel and glass retrofits – call the leader in experience, great service and value pricing – Call Pacific Coast Avionics!



RV-7



Cessna 310



Cessna T210



Cessna 182

AVIONICS



COCKPIT ESSENTIALS



PCA HEADSETS - BEST VALUE!



WHY PAY MORE FOR GREAT HEADSETS?

THE WEST COAST LEADING AVIONICS DEALER!















CALL FOR BEST PRICING ON THESE ITEMS AND MORE – SAME DAY SHIPPING ON MOST ITEMS!

www.PCA.aero 1-800-353-0370

Aurora State Airport • 22783 Airport Road, N.E. • Aurora, OR 97002 • Fax: 503.678.6292 • Mon. – Fri. 7:30 – 5:30 PST
PRICE AND AVAILABILITY SUBJECT TO CHANGE.

Big World (Continued from page 1)

Big World is a structured educational tool, using flight as its centerpiece. Volunteer teams pre-arrange with local airports for a secured location to assemble students and faculty for the three-hour program. Following a brief introduction of the pilots and a safety briefing, the students are divided into four equal groups, not to exceed 30 students. Each group is then guided by one of the crewmembers to the first of four training sessions. At the end of each 30-minute demonstration, the groups will rotate to the next station.

The Big World training stations are as follows:

The Airplane: Students complete a preflight checklist. They examine the control surfaces, aircraft systems and review the principles of aerodynamics.

Flight planning: This is an interactive course in planning a cross-country flight. Math computations include speed, fuel consumption, time and distance.

Touch 'n Go: Airport operations and communication are demonstrated as students walk through, taxi, take-off, flight patterns, and landings.

Airport Tour: Showcases the local airport. Crewmembers point out airport

markings, local businesses and, time permitting, discuss career opportunities.

Big World is a non-profit corporation consisting of an Executive director and staff reporting to a Board of Directors. All are volunteers that give freely of their time and resources. They come from all walks of life . . . pilots, engineers, teachers, administrator, etc. with one common interest - aviation. Financial support comes from memberships and donations, both person and corporate.

Big World was founded in 1990 by a small group of aviation enthusiasts. Each in their own way wanted to give back to an industry that had so enriched their lives. They wanted to reach out to the next generation and share with them the fascination and wonder of flight. The challenge is to simplify a discipline with complex formulas and principles into an educational program that while meeting the "essential academic learning requirements" to maintain a high level of student interest and enthusiasm. The founder chose to focus on the theory of flight, the airplane and flight planning. To date Big World's program has touched the lives of more than 13,000 students throughout Washington, Oregon, Idaho, Wyoming and California.

Legislative Report (Continued from page 1)

the FAA designates their authority yet accepts not responsibility for their outcomes (the individuals the DPE grants flight privileges to).

The bottom line is that over time the FAA has acquired far too much authority when it comes to medicine as it relates to aviation; it micromanages your life and mine. They are the police and judge, these roles need to separate. The PBOB-2 has the potential of balancing out the inequities that exist between the FAA and the general aviation pilot.

Below are the current AOPA talking points:

- Third class medical reform simply seeks to expand upon the FAA's successful Sport Pilot standard that has been in place for one segment of general aviation (GA) pilots for more than a decade.
- The data gathered over this period shows that the third-class medical certificate has become antiquated and does nothing to improve safety.
- Third class medical reform will save pilots money and time while also providing savings to the federal government.
- It will improve general aviation safety; and it help reverse the precipitous decline in the pilot population.
- When we have more pilots flying, American companies build and sell more airplanes, aviation-related businesses add jobs, and the economy grows.
- The bill will also provide GA pilots with additional protections to remedy unfair practices and regulations by expanding the first Pilot's Bill of Rights which received overwhelming support in both the House and Senate and became law in 2012.

As an aside, since this legislation draws

heavily on the success of the Sport Pilot category and their ability to operate an airplane with only a driver's license in their back pocket, once PBOB-2 gets passed the next thing the General Aviation Caucus should introduce in Washington DC is legislation to modify the light sport category of aircraft. To me it would make sense to include aircraft that are not complex or high performance. After all, if the foundational reason behind the development of the Light Sport category was to encourage more participation in general aviation, then shouldn't airplanes that people would really find useful rather than novelties be an option?

Finally, as Congress goes through the process of reauthorizing the FAA, some have suggested major changes, including privatization of our air traffic control system. Not only would this likely mean the adoption of user fees, which would be hugely detrimental to the individuals, businesses, farms and communities that rely on general aviation, but it would threaten access to small and mid-sized airports and communities around the nation because the current funding of the air transportation system could not be logically replaced; to do so would truly make general aviation accessible to only the wealthy. In reality the system is already funded with user fees through taxes.

The United States aviation system exists for the benefit of the general public, not just the pilots, consequently it is appropriate that all pay a little for what all of us benefit from. Every country that has instituted user fees has gutted general aviation. Keep alert for talk on the national level for privatization of the aviation system or implementation of user fees. Neither are going to benefit aviation in general or the general public.

AVIATION ACTIVITY CALENDAR

OCTOBER 2015

- Thu, Oct 1** Museum of Flight Wells Fargo First Thursday - KBFI
- Fri, Oct 2** Paine Chapter Meeting - KPAE
- Fri, Oct 2** Friday Harbor Fly Out - Friday Harbor
- Sat, Oct 3** Flying Companion Seminar - KRNT
- Sat, Oct 3** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Oct 3** Arlington Chapter Meeting - Arlington
- Thu, Oct 8** North Sound Chapter General Meeting. - WECU Meeting Room, 511 E. Holly Street, Bellingham, WA 98225
- Fri, Oct 9** Wings Seminar - The Search and Rescue Process for Pilots Auburn - Evergreen Sky Ranch (51WA)
- Fri, Oct 9** Green River Chapter dinner meeting; contact Jim Flynn JKRV6A2@skynetbb.com, 206-498-4409. - Evergreen Sky Ranch (51WA)
- Fri, Oct 9** Friday Harbor Fly Out - Friday Harbor
- Sat, Oct 10** FAA Wings - Meet an FAA Examiner - Renton - KRNT
- Sat, Oct 10** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Oct 10** Harvey Field Chapter @ Snohomish Flying Service - S43
- Sat, Oct 10** WAAAM Air and Auto Museum Open House - K4S2 - Ken Jernstedt Airfield - Hood River
- Thu, Oct 15** Clallam County Chapter @ Rite Bros. Aviation - KCLM
- Thu, Oct 15** Yakima WPA/EAA 206 Monthly Meeting - KYKM - Hangar 1 at the Yakima Air Park, off Ahtanum Blvd. on 21st Ave
- Fri, Oct 16** Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket - Whistler's at Tonasket
- Fri, Oct 16** Friday Harbor Fly Out - Friday Harbor
- Sat, Oct 17** FAA Wings - Pre-flight Briefing via the Internet - Renton - KRNT
- Sat, Oct 17** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Wed, Oct 21** Olympia Chapter Meeting @ Pearson Air - KOLM
- Fri, Oct 23** Deer Park Chapter @ Deer Park Airport Administration Building - KDEW
- Fri, Oct 23** Friday Harbor Fly Out - Friday Harbor
- Sat, Oct 24** AOPA Rusty Pilots Seminar - KBVS
- Sat, Oct 24** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Oct 24** Infinite Air Center Hot Dogs and Refreshments - Albany, Oregon S12
- Wed, Oct 28** Tri Cities Chapter Meeting - Bergstroms (KPSC)
- Fri, Oct 30** Friday Harbor Fly Out - Friday Harbor
- Sat, Oct 31** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Oct 31** Pendleton EAA219 Pancake Breakfast - Pendleton, OR KPDT

NOVEMBER 2015

- Thu, Nov 5** Museum of Flight Wells Fargo First Thursday - KBFI
- Fri, Nov 6** Paine Chapter Meeting - KPAE
- Fri, Nov 6** Friday Harbor Fly Out - Friday Harbor
- Sat, Nov 7** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Nov 7** Arlington Chapter Meeting - Arlington
- Thu, Nov 12** North Sound Chapter General Meeting. - WECU Meeting Room, 511 E. Holly Street, Bellingham, WA 98225
- Fri, Nov 13** Friday Harbor Fly Out
- Sat, Nov 14** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Nov 14** Harvey Field Chapter @ Snohomish Flying Service - S43
- Sat, Nov 14** WAAAM Air and Auto Museum Open House - K4S2 - Ken Jernstedt Airfield - Hood River
- Mon, Nov 16** Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket - Koala's in Omak
- Wed, Nov 18** Olympia Chapter Meeting @ Pearson Air - KOLM
- Thu, Nov 19** Clallam County Chapter @ Rite Bros. Aviation - KCLM
- Thu, Nov 19** Yakima WPA/EAA 206 Monthly Meeting - KYKM - Hangar 1 at the Yakima Air Park, off Ahtanum Blvd. on 21st Ave
- Fri, Nov 20** Friday Harbor Fly Out - Friday Harbor
- Sat, Nov 21** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Mon, Nov 23** Deer Park Chapter @ Deer Park Airport Administration Building - KDEW
- Wed, Nov 25** Tri Cities Chapter Meeting - Bergstroms (KPSC)
- Fri, Nov 27** Friday Harbor Fly Out - Friday Harbor
- Sat, Nov 28** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Nov 28** Pendleton EAA219 Pancake Breakfast - Pendleton, OR KPDT
- Sat, Nov 28** Infinite Air Center Hot Dogs and Refreshments - Albany, Oregon S12

BUSINESS DIRECTORY

Add your card to the Business Directory for \$150/year

Discount Aircraft Salvage

Specializing in retrieval and parting out of wrecked aircraft



- Insurance Work
- Engines, Radios and Airframe Parts
- Located at Deer Park Airport

Don Morse
1109 N. Cedar Ave.
Deer Park, WA 99006

Bus: (509) 276-2849
Home: (509) 935-6761
Cell: (509) 993-8286
1-800-826-4771

www.discountaircraftsalvage.com

ADVERTISE IN WPA WINGS!

Ad rates & info at <http://www.wpaflys.org/wings.html>

SEE MORE AT WPAFLYS.ORG