Washington Pilots Association

Wings

Serving Washington Pilots Since 1960

December 2005 - January 2006

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Toy collection barrels are ready to receive your donations at airports around the Puget Sound region. The Aviators Store at Boeing Field (above) offers discounts on merchandise to anyone donating a toy.

2005 WPA Toys for Tots Campaign and Fly-Out

Colleen Turner, Vice President, Greater Seattle chapter

During the holiday season, the Greater Seattle, Green River, Paine Field and Harvey Field chapters of the WPA are joining forces to support the U.S. Marine Corps Reserve Toys for Tots program while promoting the benefits of general aviation. This is the thirteenth consecutive year that WPA has participated in this program.

By the time you read this article, WPA members will have placed Toys for Tots collection barrels at various businesses located on airports throughout Puget Sound. Over the next few weeks, please drop a new, unwrapped toy or game into one of the collection barrels and help many less fortunate children in the greater Puget Sound area wake up to a brighter and happier Holiday.

Through its Toys for Tots program, the U.S. Marine Corps Reserve has been collecting and distributing toys to needy children nationwide since 1947. The primary objectives of the Toys for Tots programs are to help needy youngsters experience the joy of Christmas and to deliver, through a shiny new toy, a message of hope that will motivate them to grow into responsible, productive, patriotic citizens and community leaders.

Over 57 years, the U.S. Marine Corps Reserve has distributed more than 332.5 million toys to 158.7 million less fortunate children. You can find additional information at http://www.toysfortots.org.

Through our enthusiastic participation as pilots and volunteers, the WPA has greatly expanded the Toys for Tots collection area in the Puget Sound.

Join us Saturday December 17

On Saturday, December 17, pilots from the Greater Seattle, Green River, Paine Field and Harvey Field chapters will gather at Galvin Flying Services, which is located on the east side of Boeing Field. They will be joined by several young men and women from the U.S. Marine Corps Reserve. Each pilot, accompanied by a Marine, will fly out to the area airports to pick up the donated toys left in the collection barrels. Meanwhile, other WPA members will stay behind in the Galvin hangar to await the returning planes and help unload the toys.

This is a fun and festive event with lots of holiday treats, hot chocolate and coffee, and good company. Please join us.

You can participate in this year's Toys for Tots program by:

- Bringing a new unwrapped toy or game to your local airport and placing it in a Toys for Tots collection barrel
- Volunteering to fly with a Marine to collect toys on Saturday, December 17
- Joining us for the Holiday toy unloading and gathering party at Galvin Flying Services (located on the east side of Boeing Field) on Saturday, December 17 from 11:00am – 2:00pm

Calling All Toys!

If you would like to volunteer, please contact Colleen Turner by phone at 425-227-0134 or via email, colleen_turner@comcast.net.

Toys for Tots collection barrels are at the following locations, ready for your toy donations:

- Boeing Field: Aeroflight Executive Services, Aviation Training Center, Clay Lacy Aviation, Galvin Flying Services, Galvin Flight Training Center, The Aviator's Store, Wings Aloft, Museum of Flight and the Boeing Field Airport office
- Renton Airport: Boeing Employees Flying Association and Pro-Flight Aviation
- Auburn Airport: Auburn Flight Service
- Paine Field: Crown Aviation, Northway Aviation, Regal Air and the Airport office
- Harvey Field: in the FBO office
- Crest Airpark: in the FBO office
- Bremerton Airport: Airport Diner
- Tacoma Narrows Airport: Executive Terminal

IT'S YOUR ORGANIZATION - BE THERE IN PUYALLUP!

ANNUAL MEETING, WPA ELECTIONS COMING IN FEBRUARY

Kirk Kleinholz, WPA President 2004-2005

Another year is drawing to a close, and once again it's time to consider our WPA leadership for the coming year.

Every year WPA elects new leaders at our annual membership meeting, held in conjunction with the Northwest Aviation Conference & Trade Show at the Western Washington Fairgrounds in Puyallup.

Located in the newly constructed Exhibition and Conference Center (adjacent to the fairgrounds where the event has been held in previous years), the Puyallup show is an important annual Northwest aviation event, and all WPA members are encouraged to attend.

This year's annual WPA membership meeting and elections will take place in Puyallup at 12:00 noon on Saturday February 25.

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Viewpoint: New Year, New Legislative Session in Olympia – and Winter Flying

Every year winter brings with it cold, blustery weather, and structural ice. But weather isn't the only thing that changes each winter in the Northwest: a new legislative session also begins in Olympia.

Recent winters have brought both significant weather and major legislation that affects how we fly. In the winter of 2005 state legislation was passed that increased the aviation fuel tax (from ten to eleven cents per gallon), eliminated pilot and mechanic registration fees, eliminated dedicated funding for search and rescue operations, and removed pilot education from the mission of the Aviation Division (previously, pilot and mechanic fees were dedicated to search and rescue, and recurrent training for pilots and mechanics).

These measures were on top of major changes to Washington law enacted in 2003 that doubled pilot registration fees, raised the fuel tax by 30%, and established severe penalties for failing to register aircraft.

Law & Weather

Law can be a lot like the weather. When it's blustery cold outside and we fail to pay attention to the weather, we can get loaded up with ice. Failing to pay attention to Olympia can result in new taxes and fewer services.

Do you pay attention to what happens in Olympia? Did you contact your State Senator or Representative to express your opinion last winter? Do you launch into structural icing conditions? Do you agree with higher fuel taxes and a reduction of pilot services?

A Challenging Climate

John Sibold, Director of the WSDOT Aviation Division has for years said that the dollars available were inadequate to maintain runways and essential safety facilities for the 129 public use airports in Washington (and he was right). Between 2003 and 2005 he addressed that problem with two successive fuel tax increases and by establishing consequences for folks who duck their state aircraft registration fees.

Sibold deserves a lot of credit for seeing the problem, then going to Olympia to fix it. Airplanes are not much use without an airport at either end of the flight. However, when the pavement maintenance problem was fixed, another problem was created: the erosion of pilot skills caused by the absence of recurrent training, coupled with the loss of dedicated funding for search and rescue operations.

Back To The Future?

To see the problems we may face in the future, take a look at history.

Back in the 1960s, when faced with high accident rates and inadequate search and rescue resources that contributed to too many fatalities, the Legislature established pilot and mechanic registration fees dedicated to funding search and rescue, and recurrent training. The idea was that effective search and rescue services must be adequately funded, and that pilots and mechanics who received regular recurrent training would be less likely to have an accident.

Competing For Scarce Dollars

The Aviation Division is self-funded from aircraft registration fees and from fuel taxes. With the elimination of pilot and mechanic registration fees, search and rescue now competes with other Aviation Division programs for funding.

Both the FAA and the insurance industry recognize that aviation safety depends on recurrent training. John Black and Scott Gardiner, FAA Safety Program Managers for the Spokane and Seattle FSDOs, have both said that "pilots who receive recurrent training are less likely to have accidents." Major aviation insurance companies offer discounts to pilots who can show evidence of recurrent training.

When the WSDOT Aviation Division dropped support for the annual Mountain Flying Clinic, the reasons cited were potential liability issues and the small number of pilots participating. But I can't help but wonder what the state's liability is when a search is launched, and providing recurrent training to 150-200 pilots each year seems to be a prudent investment that could help eliminate the need to launch a search operation.

New Years Resolutions

New Years Resolutions are predictable every year around this time. Here are a few resolutions we might all want to consider:

- Get a good weather briefing before every flight, and stay aware of the weather along your route. Watch what's going on in Olympia to avoid the prospect of higher taxes and lower services coming your way.
- Check NOTAMs (paying particular attention to TFRs). Watch the Legislatures' website and talk with your WPA chapter and state officers. Just like TFRs that can pop up at any moment, legislation that snags your wallet or affects your ability to fly can surface at any time.
- File a flight plan with Flight Service. Let WPA officers know what you think should be done in Olympia. Let the WSDOT Aviation Division know what you think.
- Fly safely. Watch for traffic. Talk with your State Senator or Representative. Tell them how important search and rescue operations are to you, why we need airports that are safe and well-maintained, and how important recurrent training is to safety.
- Close your flight plan with FSS at the end of each flight. Stay in touch with your State Senator and State Representatives. Every legislative district has several airports –use that as a hook!
- Review your flight. Make sure all switches are off and all checklist items at shutdown. Visit Olympia on your way to the Northwest Aviation Conference in Puyallup. Talk with your representative. Tell them what's important to you!

Fly safely in 2006, and help WPA work to ensure your continued rights to fly in years to come.

John Townsley, Okanogan

John Townsley is the WPA Legislative Director.

WPA WINGS welcomes letters and opinion pieces on general aviation issues, WPA business, and our publication's content. Send your comments via email to **wpawings@wpaflys.org,** or via postal mail to WPA Wings, P.O. Box 17683, Seattle, WA 98127. *WPA WINGS* reserves the right to edit letters for style, content and length.

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DEADLINES ON BACK PAGE

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WPA WINGS is the bimonthly newspaper of the Washington Pilots Association (WPA), which represents the pilots of Washington State. Letters to the Editor are welcome. Letters must be signed by the author and a contact phone number provided. **Send letters to:** wpawings@wpaflys.org, or via postal mail: WPA Wings, PO Box 17683, Seattle, WA 98127-1301. 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.

EDITOR'S SOAPBOX

AS THE FLYING YEAR TURNS

Every winter when the fireworks go off at midnight, the champagne corks are popping, when everybody's signing *auld langs aign,* and that giant Hobbs meter in the sky rolls over on January 1, I like to pull out my log book and take a few moments to reflect back on the past year's flying activities. As a strictly VFR fair-weather pilot, during the cold, gray depths of winter I don't get many opportunities to fly, and I find it's nice to reflect back on better weather, and look ahead to the blue skies and the long, warm summer flying days to come.

As is so often the case, when I tally up the numbers for this year, I find I didn't quite fly as many hours as I would have liked, but I did enjoy some very memorable hours in the air, and am thankful for the flights I was able to make in 2005. I vow to try harder to get in a few more hours next year, and to go some new places. And I count my blessings.

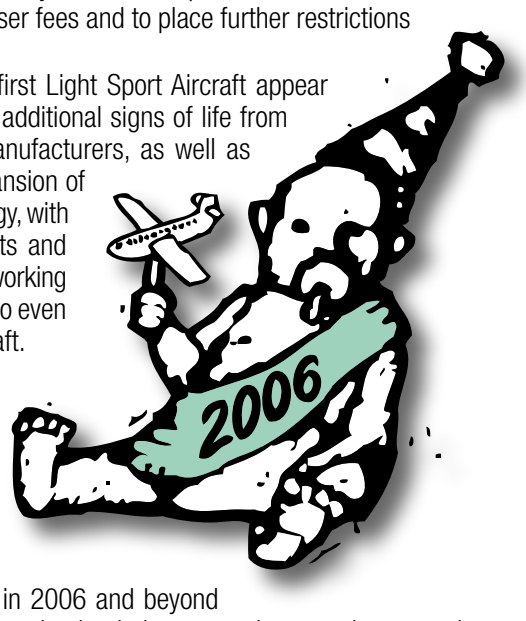
Looking back on the past year, Washington pilots definitely had some ups and downs.

Shortly before the last new year, western Washington pilots finally - ***finally!*** - got some relief from the plague of "security" TFRs that we had been saddled with since the 9/11 attacks. With the help of WPA, AOPA, the state's Congressional delegation, and input from many pilots and other concerned individuals, three of the four Puget Sound TFRs were reduced in size and were converted into less problematic National Security Areas. But the last of the TFRs, over the Navy's Bangor submarine base, will soon become a permanent Prohibited Area.

This past year also saw some sad losses, including friends and some longtime members of Washington's aviation community. We endured a real tragedy when an accident on a Young Eagles flight claimed the lives of the volunteer pilot and two youngsters.

We saw threats to our airports, with groups trying to close several fields outright, and activities proposed at others that could have negative impacts on general aviation access. We saw avgas prices that made your hair stand on end (assuming you had any left).

There were some all-too-well publicized airspace incursions in DC, feeding the widespread anti-aviation hysteria that continues to threaten our rights to fly. There were pressures in the other Washington to impose user fees and to place further restrictions on personal flying.



2005 saw the first Light Sport Aircraft appear on the scene, and additional signs of life from several aircraft manufacturers, as well as the continued expansion of electronic technology, with more glass cockpits and gee-whiz displays working their ways down into even quite modest aircraft.

Here at the WPA, I see evidence of new energy and some new faces, working alongside longtime WPA members, to make sure that in 2006 and beyond we have safe, well-maintained airports, and we continue to enjoy our rights to fly in this most beautiful corner of the country.

As 2005 draws to a close, I hope you'll join me and take a moment to count our blessings, and to pledge to help continue WPA's efforts on behalf of general aviation in Washington, as we look forward to the clear blue skies and warm days to come in 2006.

Whatever traditions you celebrate at this time of year, best wishes for happy holidays, and a great 2006 with plenty of safe, enjoyable flying on the way.

David Herman, Seattle
Editor, *WPA Wings*

From Jim -

PRESIDENT'S MESSAGE

Jim Smith, WPA President

Happy Winter, Happy Holidays!

As we move into December, we are reminded of the hazards, and the beauty, that are associated with the winter months.

When the air is crisp and the skies are Pacific Northwest blue, there isn't any better flying anywhere. But please review cold weather flying procedures and attend one of the many safety seminars offered.

Toys For Tots

"Toys for Tots and Tots for Toys…" sounds like a song.

Also associated with December is our association with the U.S. Marines and their Toys for Tots program. WPA has been a long time supporter of this program. Please read the associated article in your WPA Wings or on the state website.

I plan to be at Boeing Field on Dec. 17th as the toys are all gathered together. I hope you can join in on the camaraderie and the celebration of helping children in need.

Greater Seattle Getting Greater!

Past State President Kirk and I attended the Greater Seattle Chapter meeting in November. John Amico is doing a great job of rejuvenating that chapter. His team has a multitude of exiting programs and activities planned including a tour of the SeaTac tower. All Seattle members better get signed up right away for that tour! Thanks, John, for the warm welcome and the delicious pizza!

Speaking of Visiting and Food…

Thank you Green River WPA for putting up with State VP Dale and I as we "crashed" your meeting in October. The burgers were mighty tasty (we could smell them as we were taxiing in) and the company was wonderful. Scott Gardiner made a superb presentation…as usual.

In The Mountains

We're in the mountains…and that requires special mountain flying techniques

I am pleased to announce that the Mountain Flying Clinic is still alive and will be happening June 2-4, 2006. Details are still being worked out with Safety & Education Director Al Hunter.

Bigger Is Better

And with December comes your opportunity to renew your membership with WPA. We are making great headway in representing General Aviation in Washington State. Remember, the bigger we are, the stronger we are. When you join WPA, you no longer have only one voice…you can have the voice of thousands!

Merry Christmas, y'all!

In conclusion, Sherry and I would like to wish all of you and your families a very Merry Christmas and a Happy (and safe!) New Year. It has been an honor to serve you and meet so many of you in 2005.

Jim Smith
State President
Washington Pilots Association

2006 WPA ANNUAL MEMBERSHIP MEETING - Continued from Page 1

President Jim Smith has done an outstanding job during his first term recruiting some new volunteers to serve in appointed positions, namely Bill Reith as Treasurer, and David Herman as *WPA Wings* Editor.

Those officers and directors continuing to serve in 2006 for the second year of their 2 year terms will be:

Vice President, West.....Dale Terwedo (Paine Field)
Director, Search & Rescue.....Tom Nesko (Harvey Field)
Director, Legislative.....John Townsley (Okanogan)
Director, at Large.....John Dobson (Paine Field)

We've also got a slate of candidates for elected positions up for vote in 2006.

Jim Smith has agreed to serve another term if re-elected by the membership. Our organization should consider itself lucky that Jim is willing and able to serve another year. Such continuity of leadership, in my opinion, can be a key element in furthering our effectiveness and credibility as an organization.

I have often expressed my view that the position of President should become a 2-year term or, as an alternative, to see us choose a President-Elect each year who would serve a 1-year "apprenticeship" prior to taking the reigns. So my thanks, and hopefully yours too, go to Jim Smith for stepping forward once again. I would add that his chances look good since no other candidate has stepped forward yet.

Our thanks should also go to three of our long-serving directors who, like Jim, are willing to continue serving in their roles for another 2 year term each. They are: Joe Bryan–Membership; Al Hunter–Safety & Education; and Tom Jensen–Airports.

To round out our slate for the upcoming election, we still need a candidate for Vice President, East. Also note that the appointed position of Secretary is vacant.

So, once again, our current slate of candidates for 2005 is:

President:..... Jim Smith (Paine Field)
Vice President, East: ..... *Open*
Director, Membership:..... Joe Bryant (Seattle)
Director, Safety & Education .... Al Hunter (Wenatchee)
Director, Airports: ..... Tom Jensen (Green River)

I would like to emphasize that the position of Vice President - East is especially critical. Finding an active and dedicated member to serve in that office would be a tremendous help in getting those of you in the bigger half of the state more involved and better represented in the business of WPA and Washington aviation.

And finally...my annual pitch for getting multiple candidates for each position. We all know too well how difficult it often is to find volunteers to fill the critical spots in any organization. I believe filling all the necessary positions each year is a success in itself. But I also believe WPA will only achieve its true potential and effectiveness when we are able to choose from multiple candidates for our key leadership roles, all vying to do their very best to help or organization grow and prosper.

If you know of a worthy WPA member who would be willing to serve in any of these positions–or if you are willing to serve yourself–please contact me or any of our 2005 officers or directors to throw your hat in the ring. *We need to have our slate completely filled by the date of our mid January board meeting prior to the Puyallup aviation conference, so time is short.*

Once again I ask every WPA member to make a special effort to attend on Saturday February 25 during the Puyallup conference to join in our annual membership meeting. You owe it to yourself and to WPA to participate at this annual event and to meet and vote for the volunteers who will be serving you in 2006.

WASHINGTON AIR SEARCH AND RESCUE

WASAR REPORT: WINTER ACTIVITIES

By Gary Evans

Although flying activity is now at the low point of the year matching the ceilings outside, WASAR members continue preparing for next season. Here are a few highlights that have occurred over the last few months.

There have been several important changes at the Aviation Division that members wishing to remain active will need to keep in mind. First, there is now an application that everyone needs to complete and send to the Aviation Division. This application will enable the AD to do background checks (now a state requirement) on all volunteers. The application, with instructions, is available at http://www.wsdot.wa.gov/aviation/SAR/VolunteerAPP.pdf.

Active members will also need to become knowledgeable about the National Incident Management System (NIMS). This is a federal requirement resulting from September 11th and that has finally filtered down to us. Begin by taking the introductory course to NIMS, which is available online. It sounds involved, but really isn't. In fact, it can actually be completed in about 3 hours. Follow this link, http://training.fema.gov/EMIWeb/IS/is700.asp to take the course. Once you have completed both the course and a short quiz, you will receive a card which needs to be copied and forwarded to Tom Peterson in the Aviation Division. To avoid any delays, please notify Tom by email when you pass the exam.

Also in the works, but not yet completed, is a new system for rating mission pilots. As it is now, once you are a mission pilot, you are fully certified for life. The Aviation Division has recognized this may not be the wisest approach to training its volunteer staff, so we will soon have 3 grades of Mission Pilots. Your classification will be determined by your experience and by a series of check rides. This new approach will make us a much safer and more efficient organization.

There are also new hard plastic photo I.D. cards. This is a great improvement and will also put us in compliance for emergency management disaster relief efforts as well as homeland security. If you still have a paper card, you need to get your picture taken at the next training exercise.

All of these changes are very positive and apply to both Civil Air Patrol and WASAR personnel. The major goal of these changes is to increase our overall efficiency and our individual safety. These changes will require some additional training, but your Board will be there to help ensure that you receive whatever you need to complete these changes as easily as possible.

In further news, the Aviation Division's long awaited mobile command post arrived and is operational, complete with its own tow vehicle. It is fully equipped with radios, computers, copiers, printers and a generator. It is also sports a state-of-the-art satellite communications system that WASAR donated in order to improve communications while in the field.

As you can see, your WASAR Board is committed to continue updating the technology we use in the field. To help in this area, we recently purchased 5 digital cameras and 20 etrex GPS units to help us more accurately record the area covered by our aircraft.

Finally, the WASAR website will be receiving a facelift in the near future to make it a more effective communication tool. Please check the website (www.WASAR.org) regularly to remain in touch and stay updated with training opportunities, as well as to receive important information from the SAR world.

Angel Flight Mission Rewarding For Passengers & Pilot

By Doug Atherton

It was an early-October morning. Sitting in my office, I found myself day dreaming about banking and climbing through a brisk autumn sky. At the time I was feeling somewhat disappointed that the flying season in the Inland Northwest was almost over. But at that very moment I heard the familiar chime of my computer summoning me that an e-mail had arrived. I was delighted to find that Angel Flight's Washington Wing Coordinator, Bobbie Jo (BJ), was the author.

When BJ writes, I tend to bypass all other messages to read hers first. And as usual, this all-pilot communiqué did not disappoint. Her request was a simple one: "we have an eighteen-year-old patient who's on the short list to receive a new kidney. She lives in Livingston, Montana, but has never flown in a small plane. Can anyone fly there to give her and her mother an orientation flight?"

Surely any pilot could have flown this mission, and knowing that many would want to, I returned BJ's email immediately. The details that described the patient's condition, and her uncertain future compelled me to request the honor of being their first pilot; and within minutes of my request, BJ replied with the four words that every Angel Flight pilot loves to hear: "the mission is yours"!

Mission to Montana

Preparing for the flight, I spoke with the patient's mother several times. Peggy was a delightful lady with a protective concern for her daughter, Lindsay. I remember her asking: "how big is the plane, how bumpy is the sky, and how long will it take to fly to Seattle," and all were questions that were easily answered. But I was puzzled when she asked, "are you aware that Lindsay is handicapped?"

Didn't she know that Angel Flight (AF) had provided me with an information sheet describing the patient's condition? I was sure she must-have been. Nevertheless, I politely told her that AF had filled me in. You see, Lindsay was not only in need of a new kidney, she had neither arms nor legs as a result of a prenatal drug. In short, she was a severely disabled 60-pound teenage girl.

After scheduling our flight to suit the rapidly changing weather patterns of the cool autumn skies, zero hour finally arrived. Before departing my home base in Spokane, I thought of all the new experiences I was about to go through. Being a little worried about how to properly greet my new acquaintances, I rehearsed my opening lines as I waited to receive clearance for take-off.

First Impressions

Arriving in Livingston after a scenic but uneventful flight, I hastily secured the plane before making a mad dash for the men's room. Upon making my way back to the terminal area I greeted my new guests, but Lindsay and Peggy seemed more interested in the plane than they were in listening to me grovel.

"It's a lot smaller than I expected," Peggy commented boldly.

And quick to defend the integrity of my sturdy craft, I responded, "Oh, she feels a lot bigger when we're in the air."

Realizing that I wasn't making any sense, I quickly turned to open the passenger door. "Are you up to taking a little flight," I asked"?

And breaking the silence from this weak and frail teenager, Lindsay entered a determined, "yes!"

Up to that point Lindsay's condition was much as I had imagined. But while her mother lifted her into the co-pilot's seat, I was moved by how easily she accomplished the task.

Sixty pounds is shockingly light for an 18 year-old girl, I thought.

More Than Just a Name on a List

Then, switching places with Peggy to secure the belts around Lindsay's slight frame, her eyes suddenly met mine, and instantly I was filled with compassion. No longer was she just another name on a mission report form, but a warm and loving individual who shared the same desires of life of any teenage girl.

"Is there anything at all I can get you?" – I asked, timidly.

And softly she uttered, "I'm fine."

Mother, just inches away, noticing that the love of her life was tiring quickly, obligingly explained that Lindsay's failing kidney leaves her with scarcely enough energy for a few hours of activity. It was then that I fully realized how thin the thread was that held her life, sending my troubled mind off to wonder why such things happen to innocent children.

Being blessed with the ability to go anywhere, anytime, I sometimes take for granted the simple pleasures that others are deprived of.

With mother and daughter snug in their seats, I made my way to the other side of the plane. The few steps from one side to the other take no more than ten seconds, but considering the flood of emotions that had just overrun my senses, it seemed like an eternity. I realized, at that moment, that the success of today's little orientation flight might well be the portal that enables Lindsay passage to a new life. With snow-laden passes isolating her home in rural Montana from all major airports, and being some 15 hours from Seattle by car, her only chance for survival might well be the local airstrip, and our planes!

A Rare Thrill

With checklists complete and my guests patiently waiting to "become one" with the air, I was ready to begin my take-off roll. Accelerating down the runway, as G-forces press them firmly into their seats, I usually notice first-time passengers clinching whatever's near. But with Lindsay and Peggy, they seemed more at ease on this first flight than I was. In fact, I think it was the moment I rotated the nose of the airplane skyward that mother and daughter broke into a rapturous dialog of expression. One would have thought that they were on a thrilling amusement park ride.

This really is a thrill for them, I contemplated. Considering the lack of opportunity Lindsay probably had to experience anything that most kids would consider fun, this must have been a real treat!

Being blessed with the ability to go anywhere, anytime, I sometimes take for granted the simple pleasures that others are deprived of. It is hard for me to imagine what it would be like to be at the constant will of another. It would be a difficult existence. But to this little girl who is living that life, it must be even harder to imagine what it would be like to be whole. Yet just when I was beginning to silently sigh in hopeless despair for Lindsay, she amazed me as I caught a sparkle in her eye and a quiver in her cheek from a timid smile - hopping from cloud to cloud, she found solace in the sky that day. No longer did she feel trapped in a limited body, but for a brief moment in time Lindsay had wings!

It was the satisfaction of knowing that I was in exactly the right place, at exactly the right time, doing what I'd joined Angel Flight to do.

Pleading for more, her countenance beckoned me to fly on. Connected by her will, she need only look left or right and I turned the plane in that direction. Like a giddy child learning to ride a new bicycle, she headed east, then west; she climbed above a small cloud she saw in the distance, then descended to it's base. I knew without a word being spoken that joy had embraced her soul. And it was the satisfaction of knowing that I was in exactly the right place, at exactly the right time, doing what I'd joined Angel Flight to do that gratified my soul.

Humbled

Humbled by the impression these two remarkable friends left on my life, I found it difficult to get excited about flying my airplane home that afternoon. I couldn't help but think of all the challenges that lie ahead for young Lindsay. I thought of how unfair it was for me to be flying off into my dream, as a pilot, as she boarded the family's mini-van bound for a very uncertain future. Forcing myself, however, to follow the pre-flight checklist, as their blue van disappeared down a dusty road, I dutifully prepared the craft for lift-off.

Retracing my path home, I thought of how I should be giving my undivided attention to managing the cockpit. But try as I might, I couldn't resist the allure of wrapping myself in the memories of the day. I think what struck me so deeply about Lindsay was the fact that she was exactly the same age as my youngest daughter; a fact that made it difficult not to compare the life and aspirations of Lindsay to those of my own teenager.

Normally, I like to write stories that honor the memories of my experiences as a celebration to this wonderful gift of life. But that day, my spirit came to recognize that all life was not equally celebrated; but for some, just taken one breath at a time. Feeling somewhat guilty that I had been passing through life oblivious to the fact that there are people like Lindsay forced me to realign my ego with the cold reality of life. Oh sure, I knew that all people weren't dealt the same hand at birth, but I had never come to know it in my heart - that is, until Lindsey looked into my eyes and helped me learn some important lessons about life.

Moved by an innocent gaze into the windows of her soul, my heart was seared as the truth about a little girl who longed to be made whole was revealed. Reminded, then, of the pride that this father once had as tears of joy welled up while watching his little girl perfect her ballet moves, I was suddenly struck with compassion for all children like Lindsay - Angels who will never dance.

Dough Atherton is a volunteer pilot for Angel Flight West. He lives in Colbert.

RECYCLE YOUR WINGS

After you've read your copy of *WPA Wings,* please pass it on to another Washington pilot.

GOT NEWS?

HELP WPA KEEP WASHINGTON PILOTS INFORMED OF WHAT'S HAPPENING ACROSS THE STATE. SEND YOUR NEWS TIPS TO US AT *WPAWINGS@WPAFLYS.ORG*

WASHINGTON AIRPORTS REPORT

Boeing Field: Airlines Turned Away

General aviation and the businesses serving them won a major victory in early October when proposals to open up Boeing Field (BFI) to major new airline operations were rejected.

Southwest Airlines had requested approval to move all its flights from SeaTac to BFI, and proposed building a new terminal complex on land currently occupied by several general aviation businesses. Alaska Airlines followed with its own plan to bring major operations to BFI.

In October, King County Executive Ron Sims rejected the proposals, effectively killing the airlines' efforts to move flights from SeaTac to Boeing Field (King County owns and operates the airport). The airlines have said they will honor that ruling and will not pursue plans to expand to BFI.

Pilots, airport tenants and businesses were concerned that the hundreds of new jet airline operations that would have come to BFI would have transformed the airport, eventually squeezing out general aviation.

Blaine Airport Future Uncertain

In early November, Voters in Blaine approved a ballot initiative directing the Blaine City Council to explore the feasibility of closing the town's airport (4W6). The ballot measure passed with 56% in favor, 43% opposed. The ballot initiative is advisory only, and is not legally binding.

Real estate developers are seeking to close the municipal airport and build a truck stop, tavern and hotel in its place.

The City Council, which will ultimately decide the airport's fate, appears divided, with some strongly pro-airport and also some vocal anti-airport candidates each winning election in November.

Anacortes Airport: Saved For Now

Shortly before the November elections, officials on the Port of Anacortes Commission abandoned plans to ask voters if Anacortes Airport (74S) should be sold.

The Port Commission had intended to place the question on the ballot, and if it had passed, was moving to close the airport and develop up to 400 houses on the airport site.

A joint effort by local pilots, WPA, AOPA, the WSDOT Aviation Division, the FAA and the local chamber of commerce eventually was successful in convincing the Port Commission that closing the airport would expose the Port to significant financial liabilities.

Although the plan to close the airport was dropped in late October, several members of the Port Commission who were backing the plan remain in office, and at this time the airport's future remains clouded.

Airport supporters have vowed to keep working to ensure the airport remains open and viable.

TRIDENT SUB ACTIVITY RENEWS TFR CONCERNS AT JEFFERSON COUNTY

At Jefferson County International in Port Townsend, local pilots are wary of another Navy TFR.

By Eric Taylor, Port Townsend

As most westside pilots know, the airspace around Indian Island near Port Townsend was recently downgraded to a National Security Area (where "pilots are requested to avoid overflight below 2900' for reasons of national security") after over three years as a post-9/11 "security" TFR. What they may not know is that plans are afoot which could affect that new NSA status.

According to recent articles in the *Port Townsend Leader* and the *Peninsula Daily News,* the Navy plans to begin using Naval Magazine Indian Island to service some of the Trident submarines based at Naval Base Kitsap at Bangor. Following necessary upgrades to the dock area at Indian Island, submarines may begin utilizing this facility by as early as next spring for loading and off-loading of munitions and for minor maintenance. Currently, only surface ships are serviced at Indian Island.

Local public opinion is divided on the issue. According to the Navy, only conventional (non-nuclear) munitions will be handled there. However, a number of local citizens are concerned about safety issues. Some residents, including members of a local organization known as Port Townsend Peace Movement, are upset that these plans were made without any local input or open public hearings. Other local citizens support the Navy plan, and look forward to the potential boost to the local economy from this program.

For pilots and airport supporters, the concerns will seem familiar. The Navy dock in question is located approximately 3 miles northeast of Jefferson County International Airport (0S9). Local pilots are concerned that the airspace over the base may be declared a TFR once again whenever a submarine is in Port Townsend Bay. When this issue was brought to the attention of the Port of Port Townsend, which operates the airport, they adopted a "wait and see" position.

Pilots in Washington know all too well how hard it can be to get rid of a TFR once one is established. The situation in Port Townsend is something that pilots need to watch, and WPA, AOPA, and our local legislators need to take a proactive stand. If we just "wait and see," it may be too late to avoid a return to periodic TFR status, and that's something we all need to work to avoid.

NEWS BRIEFS

Aviation News From Around Washington

New Charts, New Prohibited Area

The 70th Edition of the Seattle Sectional, and the 65th Edition of the Seattle Terminal Area Chart are scheduled for publication December 22.

Along with the new charts come a new, permanent airspace restriction: Prohibited Area P-51 over the Navy's Bangor Submarine Base on the Kitsap Peninsula.

The last of the four Puget Sound "security TFRs" imposed in the wake of the Sept. 11th, 2001 terrorist attacks to be resolved (the other three became "National Security Airspace"), the Bangor TFR will become a permanent Prohibited Area upon publication of the new Seattle charts.

Pilots are reminded to check the new charts carefully for operational details, and to get a complete briefing from Flight Service before flying.

Rolls Royce - Made in Washington?

Rolls Royce is considering building a major new engine manufacturing plant at several US locations, and Washington seems to be in the running.

The new US manufacturing plant, which would build Rolls' new 'Trent 1000' engines for use on Boeing's 787 Dreamliner, as well as other aircraft and marine engines, is expected to be operational by 2010.

Potential locations in Washington for the new plant include Everett, Spokane, and Moses Lake. Rolls is said to also be considering sites in Indiana and Ohio for the new plant.

DC ADIZ Comment Period Extended

The FAA has extended for 90 days the comment period on the proposal to make the DC ADIZ permanent.

The proposal to make the DC ADIZ permanent is a serious threat to general aviation everywhere. If the precedent is established that creating this kind of massive and unworkable airspace restriction over a major city is a reasonable and prudent way to enhance national security, you can bet that similar ADIZ restrictions could be imposed over any large metropolitan area. Existing Class Bravo airspace (which overlays much of the Puget Sound region from Everett to Olympia) could easily become the next ADIZ, with disastrous consequences for general aviation flying.

AOPA and WPA urge all pilots to make their voices heard on this important issue, and go on record opposing the proposal to make the DC ADIZ permanent.

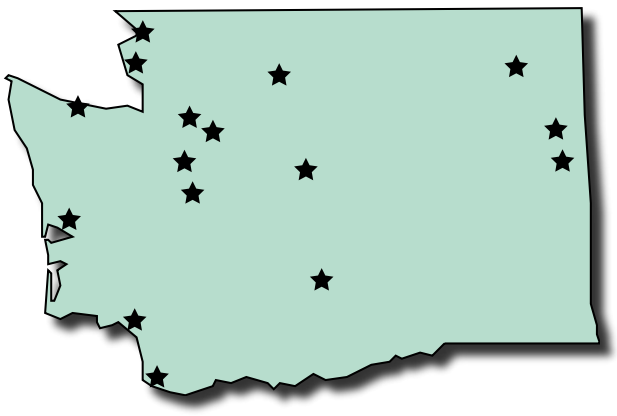
The DC ADIZ comment period has now been extended to February 6, 2006. For more details and simple directions explaining how to file your comments, please go to www.aopa.org/adizalert/. It's easy, only takes a minute and could help make the difference.

HELP US TRACK THREATS TO AIRPORTS ACROSS WASHINGTON.

EMAIL US WITH INFO ON YOUR AIRPORT AT WPAWINGS@WPAFLYS.ORG

GET INVOLVED WITH WPA

WPA CHAPTERS AROUND THE STATE



There are WPA chapters located throughout Washington. Connect with other pilots in your area, help support your local GA airport, and get involved with your local chapter.

ANACORTES - The Anacortes chapter has not been meeting regularly, but hope to begin holding regular meetings again soon.

Contact Anni Brogan at (360) 293-8082, email anni@microaero.com.

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 Gene Rimov at (360) 452-2806.

COLVILLE VALLEY - For current meeting schedules, please contact Harley Howell, Jr., (509) 684-2105, email swiftflight@ultraplix.com.

DEER PARK - The Deer Park chapter meets on the fourth Friday of the month, every month except November. Meetings begin with a potluck dinner at 6:30 pm, with chapter business starting at 7:15 pm, and the program begins at 8:00 pm. Meetings are held at the Deer Park City Hall, and visitors are always welcome. Please contact Bill Moore at (509) 276-2479, email moore3@ix.netcom.com.

GREEN RIVER - The Green River chapter meets for dinner at 7 pm on the third Friday of each month, at the quonset hut at 790 Perimeter Road at Renton Airport (that's the first building north of the control tower). For more info of the Green River chapter and its activities, please contact Tom Little at (425) 277-1894, email tom.little@earthlink.net.

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of the month, April through October at 9:00 am in Hangar 15 on Harvey Field. November thru March we meet before the movie at "Harvey Field Night at the Movies," with meetings starting at 5:30 pm, and those attending encouraged to stay for the movie.

KELSO-LONGVIEW - The Kelso-Longview doesn't seem to be very active at this time. We hope to be able to provide more details on this chapter in the future.

NORTH SOUND/BELLINGHAM - The North Sound chapter meets every second Thursday of the month (except during June, July and August), at 7:00 pm on the second floor of the old Port of Bellingham administration building, at Bellingham International Airport (BLI). For more info on the North Sound chapter, contact Wayne Landis at (360) 647-8206, email landiswg@comcast.net.

OKANOGAN COUNTY - The Okanogan County chapter meets on the third Thursday of the month, on the airport, alternating between Omak and Tonasket. Drop-in visitors and non-members are always welcome. To confirm meeting details and for more information please contact Bob Ulrich at (509) 997-3853, email blmtwisp@methow.com.

PAINE FIELD - The Paine Field Chapter meets every Saturday morning at 10:00 am to fly out for lunch somewhere in western Washington. Just show up at the Regal FBO. For more info on the Paine Field chapter activities, visit their website (accessible from the main WPA website at www.wpaflys,org), or contact Robert Hamilton (425) 806-0249, email roberth@seattleavionics.com.

GREATER SEATTLE - Beginning in January, the Greater Seattle chapter meets on the third tuesday of the month, at 7 pm in Room 110 of the Boeing Field terminal building, 7277 Perimeter Road. A light dinner is provided. Contact John Amico at (206) 232-7246, email johnamico@comcast.net for details.

SOUTHWEST/VANCOUVER - The Southwest/Vancouver chapter generally meets on the last Tuesday of each month, starting at 7:00 pm, at the Pearson Air Museum on Pearson Field (VUO), in Vancouver. For more information on the Southwest/Vancouver chapter, please contact Bill Schroder at (350) 573-6020.

SPOKANE - Meetings of the Spokane chapter are usually held on the third Wednesday of each month over dinner at Marie Callander's Restaurant, beginning at 6:00 pm (meeting details are subject to change - please call first to check).

The chapter also conducts fly-outs every Saturday morning, weather permitting. For more information on the Spokane chapter and its activities, please contact Blake McKinley at (509) 924-0070, email spokaneendo@earthlink.net.

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

WENATCHEE - The Wenatchee chapter doesn't seem to be very active at this time. We hope to be able to provide more details on this chapter in the next issue.

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the last Friday of the month. For meeting location and other details, contact Ola Vestad at (509) 965-2681, email viking@wolfenet.com.

PAINE FIELD CHAPTER PROGRAMS FOR 2006

The Paine Field Chapter has a great line-up of programs scheduled for 2006!

In January Dave Waggoner, Paine Field Airport Manager, will be giving us an update on airport issues (always a hot topic for local pilots).

In February Bruce Williams (www.BruceAir.com), a former Microsoft Flight Simulator manager, former *GA News* editor, and currently an aerobatics instructor, will talk about using Microsoft Flight Simulator for real world flight training.

At our March meeting, Peter Davenport, Scientist and Director of the National UFO Reporting Center in Seattle, will talk about.....UFOs!

The Dates for these dinner meetings are:

January 6th - Dave Waggoner
February 3rd - Bruce Williams
March 3rd - Peter Davenport

All meetings start at 6:30 pm, with dinner at 7:00, and are located at the Sno-Isl Technical School across from Paine Field.

Anyone is welcome to attend Paine Field chapter events, although registration is required (so we know who to expect for dinner).

You can register by going to our Website, www.wpa-painefield.org, or by calling (425) 353-2110 ext. 5700 and leaving a voicemail message.

We hope to see you there!
Robert Hamilton
Paine Field Chapter President

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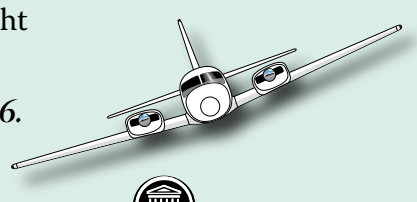
Screening begins January 31, 2006.



For complete position announcement, contact http://www.cwu.edu/~hr or call (509) 963-2364.

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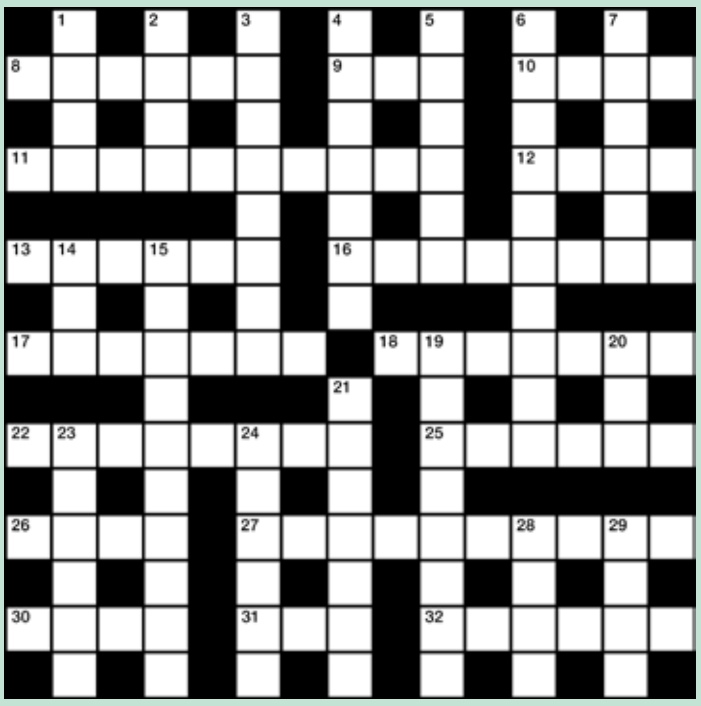
THE WINGS CROSSWORD PUZZLE

Test your knowledge of Washington aviation trivia with the WPA Wings Crossword Puzzle.



All words are terms involving aircraft, airports, aviation and/or Washington.

Across

8 Peninsula airport
9 How long you think it'll take to get there
10 Rotorway model
11 Airport that's 31 NM on EPH 282°
12 Airspace designed to provide separation between all IFR and participating VFR aircraft
13 Civil Air...
16 Seattle avionics shop
17 Wights' rival, island airpark
18 Pratt's partner
22 GPS manufacturer
25 Engine in a Beaver, Stearman, or Twin Beech, for example
26 Accident investigators
27 Cascade pass
30 Original bizjet
31 Tower and Center staff
32 State field just north of V 298

Down

1 Little strip at 47°00' N, 123°26 W
2 Reno event
3 Airport under the Roosevelt MOA
4 Grumman's WWII successor to the Wildcat
5 Cle Elum's reliever airport
6 Airspace northeast of YKM, for example
7 Clyde's company
14 Angle between an airfoil and the relative airflow
15 Newest state airport
19 Hughes H-4
20 Poberezny's organization
21 Manufactured the Champ, Chief, and others
23 Remote radio communications facility
24 Want to build their track near PWT
28 Squawk 7600 when your radio is
29 Broken instrument

Puzzle solution will appear in next issue of WINGS.

WPA WINGS CLASSIFIED ADS

Classified ads are FREE to WPA members, on a space-available basis.
Send your classified ads to wpawings@wpaflys.org. Please limit your classified ad to a maximum of 75 words.
Maximum one ad per member, one photo per ad. We reserve the right to edit ads for size and content.

AIRCRAFT FOR SALE

1960 Piper Colt for sale, 2995 TT, 990 SMOH, 10 STOH on Lyc 0320 150HP upgrade, 36 gallons fuel, mogas STC, disk brake upgrade, rebuilt muffler, turn coord, dir gyro, artificial horiz, tach, IFR equipped w/KY97A, MX12, KMA20, Marker Beacon, XPNDR, GS, intercom, Garmin 196 handheld GPS included. Fresh annual, airframe in excellent condition. All logs since new. Contact Royal Sefton, 360-966-2670.

AIRCRAFT PARTNERSHIPS

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SOLUTION TO LAST ISSUE'S PUZZLE:

BUMPER STICKERS

I Fly a Cessna 150 - Fear Me! bumper stickers. Featured in The New York Times. "Nations Tremble Before It...Millions Flee Its Approach... I Fly A Cessna 150 - Fear Me! 2 seats, 26 gallons of gas, 100 HP and 90 knots of screaming terror!" Other aircraft available, too. Get yours at www.cafepress.com/pnwfying.

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Please select a local WPA chapter to join from the list below, or you may choose to be a "member-at-large" (not affiliated with a local chapter). If you choose to join a local chapter, $12 of your WPA annual dues is directed to your designated chapter. If you select "member-at-large," $6 of your dues will be donated to Washington Air Search and Rescue (WASAR) Fund, and $6 to the WPA Legislative Action Fund. All memberships include a one-year subscription to WPA WINGS newsletter and full member benefits.

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☐ Clallam County ☐ Paine Field (Everett) ☐ Twin Harbors (Hoquiam)
☐ Colville Valley ☐ Greater Seattle ☐ Wenatchee
☐ Deer Park ☐ Southwest/Vancouver ☐ Yakima Valley
☐ Green River (Auburn/Renton) ☐ Harvey Field (Snohomish) ☐ Kelso/Longview
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EVENTS CALENDAR

We provide the following list of aviation related events occurring in our area as a service to our members. These events are not sanctioned or promoted by WPA, but are provided to you as an aid in identifying flying events in which you may want to participate. We try to make sure the information is up-to-date and correct. However, things can and do change at the last minute, so before you head out, we strongly recommend you check with the person listed with each event to insure the event is still scheduled. Also, you can go to "Events" on the WPA Website at www.wpaflys.com and find expanded and updated information on some of the events listed.

There are just too many great activities that are held every year that we only hear about after the event. WPA wants to correct this situation by trying to list all of the flying events within the state or surrounding area. This can only be done with your help, our Chapters, and our other members sending in news of events in your area. Please email all information concerning events to events@wpaflys.org or call or fax the news item to (425) 228-6330. Help us make this calendar in WPA Wings a very useful item - so send in the events!

DECEMBER 2005

2 WPA Paine Chapter Christmas Gala, Future of Flight, Everett (PF) Sherry Smith 425-774-8497

3 Twin Oaks Airpark, Hillsboro, OR, Fly-in Breakfast - EAA Chapter 105, 503-646-8763

3 Hanger 15 monthly Weenie Burn and Open House, Bellingham, 11:00-14:00, 360-671-2250

8 Paine Field Holiday Celebration, 15:00-18:00, Dave Waggoner, 425-353-2110 ext 2224

9 Safety Breakfast at Port Angeles, Fairmont Restaurant, 07:30 (CC) - Steve, 360-452-6601

12 CFI Workshop, Aviation Training Center, Boeing Field, Seattle, 8:30 am.

13 CFI Workshop, Embry-Riddle Aeronautical University, 1300 SW 7th St., Suite 108, Renton, 7 pm.

15 CFI Workshop, Regal Air, Paine Field, Everett, 8:30 am.

17 WPA Toys For Tots pick up, Galvin's on Boeing Field, 12:00 - Colleen Turner, 425-227-0134

23 Safety Breakfast at Port Angeles, Fairmont Restaurant, 07:30 (CC) - Steve, 360-452-6601

JANUARY 2006

7 Twin Oaks Airpark, Hillsboro, OR, Fly-in Breakfast - EAA Chapter 105, 503-646-8763

7 Hanger 15 monthly Weenie Burn and Open House, Bellingham, 11:00-14:00, 360-671-2250

13 Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601

27 Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601

28 Pilot Safety Seminar, Regal Air, Paine Field, 10:00-12:00 - Regal Air, 800-337-0345

28 WPA State Board of Directors Meeting - Jim Smith, 425-774-8497

FEBRUARY 2006

4 Twin Oaks Airpark, Hillsboro, OR, Fly-in Breakfast - EAA Chapter 105, 503-646-8763

4 Hanger 15 monthly Weenie Burn and Open House, Bellingham, 11:00-14:00, 360-671-2250

10 Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601

24 Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601

25 Pilot Safety Seminar, Regal Air, Paine Field, 10:00-12:00 - Regal Air, 800-337-0345

25 WPA Annual General Meeting & Elections at the Northwest Aviation Conference and Trade Show, Western Washington Fairgrounds, Puyallup, noon.

25 WASAR Annual Membership Meeting at the Northwest Aviation Conference and Trade Show, Western Washington Fairgrounds, Puyallup.

25-26 Northwest Aviation Conference and Trade Show, 9:00 - 5:00 pm, Western Washington Fairgrounds, Puyallup.

(CC) - Clallam County WPA Chapter - (PF) Paine Field WPA Chapter

Got an aviation event for our calendar? Let everyone know - email: events@wpaflys.org

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