

# Wings

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Serving Washington Pilots Since 1960

December 2010, January 2011

## President's Message



John Dobson, WPA President

### Nothing but Net . . .

Last month the Growth Management Hearings Board ruled the "change" to the City of Shelton's Comprehensive Plan was "invalid in its entirety". The net effect, it is not likely the proposed development of 300 plus homes adjacent to the Shelton Sanderson Field Airport will happen . . . at least not in its current configuration. Two years ago, had you asked me about the Growth Management Act, Comprehensive Plans, Urban Growth Areas or Essential Public Facilities I would have stared back at you like a deer in the headlights. I was

still working on mitigating for pocket gophers.

**There are three lessons to be learned:**

- The Laws protecting airports need immediate attention.**
- Educate yourself . . . you may not need the lawyer.**
- Be respectful of the process . . . personal attacks are divisive.**

All cities and counties have the legal obligation to protect airports in their current configuration and for future expansion. But, understand that cities and counties are motivated by revenues, just like you and me. Taxes and fees drive their development. They are inclined to interpret their codes to their benefit. And this is where the RCW's fall short. They talk in the abstract about the siting of Essential Public Facilities and how government cannot prohibit them. But their obligation to "protect", and how to protect, is missing. Only when a legal case such as the Port of Shelton vs. the City of Shelton comes along do we get a clear picture of what must be done.

So I ask the question of our legislators, WSDOT, Council of Cities, Council of Counties, WPPA, WAMA and the FAA "Why are we waiting to fix this"? The Growth Management Hearings Board continues to rule in favor of protecting airports. Why not make that statement part of the law? Every city and county planner needs a clear and direct path to follow before that next developer walks in the door

To my second point, about education, there is a wonderful resource for those looking to understand the Growth Management Act and all that I have discussed above. Go to <http://futurewise.org>. The first tab to look for is called Resources. Then click on the Resource Directory. You will find it just below the header called Publications (we will come back to that one later). Under the header called Washington's Growth Management Act look for and click on About Washington's Growth Management Act. Your education begins now . . . I wish I had started here two years ago. The next section to look at can be found under the Publications section. Scroll down to the Reports section and look for the following: "Futurewise Citizens Guide to Petitioning Growth Management Hearings Board for Review of Legislative Actions". You may not need that attorney after all.

And to my final point about respect for the process; at times it may not appear the elected officials are making informed decisions. But the more I educate myself about the law and the decision making process the better I understand their logic . . . and yes there is logic. What turns an elected body against any discourse is rhetoric fraught with heresy. Remember the comments I made some time back about "pounding on the table" when you don't have facts or the law on your side to pound on? And when that pounding turns disrespectful and the attacks turn personal, public opinion will turn against you.

That is why I am very proud of the Shelton Chapter of the Washington Pilots Association. Throughout this long ordeal, at every meeting, be it with city officials or with staff, all of the WPA members maintained their civility and professionalism. I say this knowing how difficult it was to listen to some of the city staff present incomplete or erroneous data. And now that we have a Hearings Board ruling in our favor I am most pleased to see continued restraint and professionalism. Everyone deserves a simple high-five and now we move onto the next challenge.

*I wish you all a Merry Christmas and Happy New Year.*

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Peace and Joy  
this Holiday  
Season  
and Happy  
flying In the  
New Year!**



Washington Pilots Association  
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# Who Really Owns Your Condo Hangar?

By Mel Rudin, WPA Clallam County Chapter

No matter what part of the world we live in, airplanes require shelter from the weather, especially if we live in areas that are too hot, too cold, too wet, or any combination thereof. When we take the leap into owning an airplane, the first thing we look for is a hangar or, at least, an open shelter to protect our investment. If we're lucky, the local airport may have something to rent that resembles a large garden shed with rolling doors and asphalt floors, probably built in 1950 and renting for \$160 to \$200 per month. If we fly something larger than a Cessna 172, these hangars are usually too small. They were built for Cubs, Aeronaacs, and C120s, C140s, and C170s. A few larger hangars may have been built in the 1970's and 1980's, but by then the boom in general aviation had slowed and the airport administrators thought that hangars were a poor investment, preferring to let private investors build on FAA grant land which the airport would lease to them.

What I have described is the situation I found myself in when I moved to Port Angeles in 1996. Noting there were 17 names on the hangar wait list, we pilots asked the Port to build new hangars and we would rent them for \$200 a month. At that time the cost of 20 hangars (two buildings of 10 each) would have been less than \$400,000 and would be paid off in 10 years. The Port's answer (you guessed it) was that hangars weren't a good investment and that we should build our own on leased FAA grant land. That sounded okay until we started questioning the Port's lease requirements. Things weren't okay!

The Port's plan was for private builders (the pilots) to build the hangars, yet at the end of the lease the hangars would revert to the Port's ownership at no cost to the Port. This would be accomplished through two clauses in the lease: the removal clause and the reversion clause which the Port claimed were FAA requirements.

These clauses don't bother a professional builder, as long as he is not the final owner. The builder sets up a condominium association, sells the hangars, and is no longer involved. The condo association assumes the land lease which the builder negotiated with the Port. Now the condo association, which is composed of pilot/owners, is stuck with the removal and reversion clauses. Initially we thought there was no hope, until we received a copy of a letter addressed to the airport manager from the FAA, dealing with lease recommendations for "nonaeronautical" uses such as for-profit businesses. The final paragraph of the letter states: *In summary, because of the high degree of variation in leases, the FAA does not have a specific rule, regulation, or requirement about the term of leases. Rather, we have broadly stated conditions for the use of the property gained with federal aid or transferred to the airport owner under the Surplus Property Act.* Obviously, the original Port statement was not quite accurate! First of all, what are hangars for, if not for aeronautical use. Second, condo associations are by law not-for-profit corporations.

Now that we had a more accurate statement of the FAA's requirements, we asked the Port director to amend the lease by removing the offending clauses and replacing them with a more realistic and equitable lease termination that would protect the owners' investment

*Because of the high degree of variation in leases, the FAA does not have a specific rule, regulation, or requirement about the term of leases.*

and offer the Port a valuable asset at a reasonable price. The response was "Too bad. You signed the lease." What's more, the Port claims that a change of lease *might* be considered "gifting" by the FAA and would violate the FAA airport improvement program grant agreement. The gifting concept applies to for-profit business establishments that lease from the Port. But in the case of a not-for-profit condo association such as ours, we are "gifting" to the Port via the removal and reversion clauses.

The situation as it stands is a classic "Catch 22." We need hangars. The Port won't build any. The Port says build them yourselves on leased land. The lease says that at the end of the lease we must remove the hangars at our expense or they are forfeited to the Port. Apparently they are a good investment when it costs the Port nothing. And we are not alone in this situation. I have seen these clauses in leases at other airports in Washington State.

The pertinent facts are: the FAA has no requirements as to removal and reversion clauses. It does, however, make recommendations as to length of lease for business usage: the lease should be long enough for the business to amortize the cost of its investment, deduct the amortized amount against income tax, and make a profit at whatever the business venture is. The current recommended length is 50 years. It is required that no lease be continual or in perpetuity.

Private owner-occupied and condo association hangars are not-for-profit entities and cannot amortize their investment against their income tax. Thus the only way to protect the investment is to sell it. Imagine yourself as the last owner, or even a prospective buyer. The last owner gets nothing; the would-be buyer wants a big discount because the original investment is depreciating at two percent each year over a 50 year lease due to the removal and reversion clauses. A further insult is that we pay property tax on the hangars, which increases every year.

In order to attain a more equitable arrangement, we have proposed that, at the end of the lease, the Port will have the right of first refusal to buy the hangars. The price will be the lowest appraisal or the last sale price, whichever is lowest. This would assure the hangars are kept in good repair, the owner's investment is protected, and the Port gets a valuable asset at a reasonable cost. If the Port rejects the offer, then a new lease can be negotiated with the existing owners or a new set of owners. However, if the Port chose to take the offer, the current owners would become Port tenants and pay rent for their space.

What better way for an airport to attract business and encourage aviation than to be known as a fair and forward thinking organization?

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## AIRPORT PROPERTY REVERSION POLICY: Economic Benefit or Encumbrance?

By John Richardson and Dave Lucke, Spokane Airports Tenants Association

### Abstract and Executive Summary:

For years many municipal corporations have leased public land for private development. This discussion deals with municipal corporations such as Cities, Port Districts, and Airport Authorities that manage airports for public use. Many of those jurisdictions are subject to grant assurances from the Federal Government.

These municipal corporations lease ground for private developers to install fueling stations, build aircraft storage hangars, maintenance buildings and other structures associated with airport operations. The lease terms vary greatly between the governing organizations. Some have a reversion clause at the end of the lease at which time the building becomes the property of the governing organization. In the case of commercial buildings and hangars the reversion clause can be effective in as short as twenty five years.

We interviewed many airport management staff in the Pacific Northwest to get a general idea of how the airports do business. We found a lot of surprises!

The results of our research support the theory that the reversion clause in airport personal property leases is counterproductive and compromises the economic viability of airports and long term development.

### Discussion:

Listed below are airports with reversion clauses where we had discussions with airport staff or other parties doing business on the airport. Some comments are included where they were significant:

**Bend, Oregon.** The City of Bend operates the airport. There is a reversion clause at the end of the land lease.

**Medford, Oregon.** The City of Medford operates the airport. There are two different lease structures: 1) pay a high lease rate but get the right to renew the lease, or 2) pay a low rate with reversion at the end of the term.

**Auburn, Washington.** The City of Auburn operates the airport. There is a reversion clause at the end of the land lease.

**Wenatchee, Washington.** The Port of Chelan operates the Wenatchee and Chelan airports. Wenatchee currently has a reversion clause at the end of the land lease. Chelan does not. The Port is currently evaluating the reversion clause at the Wenatchee airport and is expected to revise the existing leases and remove the reversion clause. The Port of Chelan has determined that they do not have the staff to administrate or maintain airport structures that they did not originally construct. They have staff for buildings such as the airport terminal building.

**Spokane International and Felts Field.** These airports are operated by the "Spokane Airports", a jurisdiction formed of city council members and county commissioners. The buildings at Felts Field revert after 50 years and 25 years at Spokane International.

**Yakima Air Terminal.** The City of Yakima and Yakima County jointly operate the airport through an airport authority similar to Spokane Airports. The Airport Board consists of two from the city council, two from the county commissioners and one "at large". Les Flue is the "at large" member and current Yakima WPA Chapter President. Current non-commercial ground leases are \$0.17 / ft sq for 40 years. There is currently a reversion clause. However, the airport board has figured out that it really is not to their advantage to own these types of buildings. They don't have the staff to maintain or administrate them and would really prefer to have buildings owned by private "investors". Their attorney has advised them that to eliminate the reversion clause may be considered by some as "gifting" from the airport to the owners.

There is some "Fee Simple" ground near the Nolan-Dakoto FBO where hangars have access to the airport for a fee. This is a difficult situation to manage and is considered a "Through the fence" operation. Les said the airport is trying to resolve the situation by

buying the ground and leasing it back. The discussion has been going on for about 30 years.

The following airports do not have reversion clauses in their land leases:

**The Coeur d'Alene Airport** is operated by the City of Coeur d'Alene, Idaho. The land lease is renegotiated at the end of the original lease. There is no reversion clause.

**Lewiston, Idaho.** The airport is operated by the City of Lewiston, Idaho. There is no standard lease agreement. The attorney for the airport drafts a new lease for each new lessee. The terms are negotiable and there is no reversion clause.

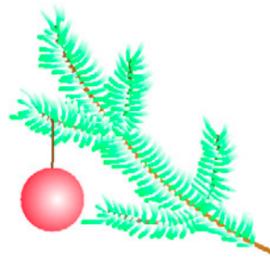
**Kalispell City S27, Montana.** The City of Kalispell operates the airport. New leases are renegotiated at the end of the original period. There is no reversion clause.

**Tri-Cities Airport, Pasco, Washington.** The Port of Pasco operates the airport. New leases are renegotiated at the end of the original period. There is no reversion clause.

**Paine Field, Everett, Washington.** The City of Everett, (and Boeing), operate the airport. New leases are renegotiated at the end of the original period. There is no reversion clause.

**Richland and Prosser, Washington airports.** The Port of Benton owns the Richland and Prosser airports. In addition to the airports, the port owns substantial industrial park properties. Ground lease rates vary from \$500 / acre per year. That works out

(Continued on page 3)



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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@wpafly.org](mailto:wpawings@wpafly.org), or via postal mail: WPA Wings, 21308 SE 215<sup>th</sup> St., Maple Valley, WA 98038. The WPA reserves the right to edit all letters and to refuse inappropriate advertising. Opinions expressed in WPA Wings, including those in letters to the editor and advertisements, are the opinions of the writers and do not necessarily reflect those of the WPA.

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**Be smart, and please fly safely.**

# AIRPORT PROPERTY REVERSION (Continued from page 2)

to \$ 0.012 / ft sq to \$0.045 /ft sq depending on location and the value of infrastructure improvements that the port has made. For example, the cheap rate would apply to unimproved ground at the Prosser airport where there are gravel taxiways and only electricity available to the hangar site. The higher value rate would apply to sites for commercial business that require water, gas, sewer where paved taxiway access is provided. The lease terms are 20 years plus three 10 year renewals with no reversion clause.

John Hawkinson made it clear that the port had no intention of taking tenants buildings as long as the tenant paid the lease and the buildings were well maintained. John did mention that the US Government did give the RLD airport to the port with a reversion clause that the government could take it back in case of a national emergency. All leases are subject to those conditions from the US Government.

Shelton, Washington. Sanderson Field. The airport is owned and operated by the Port of Shelton. Currently the port owns and rents T hangers to GA pilots for \$200 / mo. They are nice steel hangers with concrete floors and power but no heat. Public restrooms are nearby. There is one group of private hangars that lease ground from the port. The lease rate is \$650 / acre per year for the leased ground. That works out to \$0.01512 / ft sq. The lease term is 25 years plus another 25 year renewal. Currently the improvements are to revert to the port at the end of 50 years. However, John Dobson, current port manager, states that the Port Commissioners are in the process of revising the leases so that no building reverts to the port as long as the tenant is viable and takes good care of the building.

Olympic Air is the FBO that provides fuel either from their truck or self service card lock. Olympic leases the ground from the port.

Vista Field, Kennewick, Washington. The Port of Kennewick owns Vista Field. The port is currently revising the master plan for the airport so current lease rates are not available. However, it appears that a ground lease rate of \$0.15 /ft sq is the most recent rate. There has not been a reversion clause in the past. I got the impression that they would be using a 25 plus 15 plus 10 year lease. The reversion clause has not been decided yet but the port is patterning their airport business model after the Port of Benton in which case there would not be a reversion clause.

Chelan, Washington. The Chelan Airport is owned by the City of Chelan but operated by The Port of Chelan as is the Wenatchee airport. Ground lease rates are \$0.12 / ft per year and the lease is for 25 years. At the end of 25 years the lease is renewable for 5 year periods as long as the lessee wants to lease the ground. There is no reversion clause.

Moses Lake Municipal, Moses Lake, Washington. The City of Moses Lake operates the airport. Hangar leased ground leases for \$0.09 / ft sq. The rent is based on the building footprint plus 50%. Leases are for 20 years and renewable with no reversion clause. Rents are adjusted by the West Coast CPI. Commercial operators pay \$0.06 / ft sq for all of the property they lease. The same 20 year lease with no reversion applies to commercial operators.

In talking with Darrin Jackson at Jackson Flight Center LLC, he stated that the lease with the city states that if the city closes the airport then the improvements must be removed at their own cost. However, Darrin stated that state law requires the city to reimburse the lessor for the improvements if the city closes the airport.

Hermiston, Oregon. The City of Hermiston operates the airport and does a poor job. The businesses that are located on the airport, (FBO and non-FBO), pay a minimal lease rate for the ground. The land lease does not even cover what the taxes could be if the

tenant owned the land. The crop dusters located on the field violate all kinds of hazardous material laws and pay no flowage fee for fuel.

Leased ground for hangars goes for \$0.13 / ft sq per year. The lease term is five years and is renewable. The lease rate is negotiated every five years. There is no reversion clause in the lease. As long as you pay the lease and conform to the minimal terms, the building is yours.

The city manager is anti-airport. The financial accounting for the airport is inadequate. All income goes into the general fund and there is no separate accounting done for the airport. The airport is falling into disrepair. Of course, the city says they have no money to invest in basic maintenance. This information comes from Mike Martin, friend / pilot / client that keeps a Cherokee in a hangar at Hermiston. Mike is also on the airport advisory board which has no authority to do anything.

## Conclusion and Recommendation:

The management of the airports with reversion clauses in their leases will support the reversion clause by stating that this policy enhances the financial viability of the airport. When the properties revert they immediately generate income for the airport.

On the surface the reversion policy has merits. During the lease the properties generate income from the land leases.

At the end of the lease the airport owns the building which they can immediately rent and contribute to airport income. However, rarely does it work that way.

Many investors contemplating an investment in an airport building are reluctant to build a building that reverts in 25 years. If they do commit to the investment the building will be of the cheapest construction that probably has an economic life of 25 years. In many cases when a building reverts to the airport authority the building is in disrepair from neglect. This requires the airport authority to make capital investments in order to rent the buildings. This is a financial burden on the airport and staff to administrate this work.

Buildings on leased land are considered "Personal Property" and subject to property taxes just like real property. When a building reverts to an airport authority it is removed from the tax rolls. However, a leasehold tax of about 13%, (depending on taxing district), is added to the lease invoice.

We were especially impressed with the Coeur d'Alene airport as an economic enhancement zone. The city has done an impressive job attracting many aviation businesses to the airport enhancing the economic benefit to the region. The Port of Benton has also done an impressive job with the Richland and Prosser airports. They have attracted a mix of aviation and non-aviation business to both airports and industrial parks.

Airports operated by port districts or other "airport authority" appear to have the best business model for operating the airports and encouraging economic growth.

Towns that operate airports seem to have some real challenges with the airports. In many cases there is no business model, no airport management and very poor maintenance. The airport is the poor whipping boy for the city and many people want to see their airports close. Airport management and a long range plan are critical to an airport's survival.

The idea of no reversion clause to airport leases has some merits that need to be evaluated. For example:

- 1) It is desirable to attract bigger developers with better overall site planning and who construct larger and higher quality buildings.
- 2) It is desirable to attract new construction of higher quality with a longer economic life leading to a more stable airport environment.
- 3) It is desirable to have a continuous and reliable revenue stream from leased ground and property tax revenue.

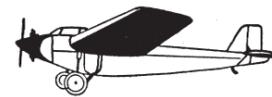
A couple of years ago an east coast airport development company expressed great interest in constructing "condominium" type hangars at SIA. These hangars ranged from T hangars for about \$30k to larger units that would sell for \$100k. There was substantial interest until the 25 year reversion clause was disclosed. This reversion made the project unfeasible and the developers took their money and left. The ground that was going to be leased is still not generating any revenue.

The SIA Business Park is outside the scope of this discussion but one has to wonder why there is so much unused prime ground there and across I-90 there is a beverage distributor, a produce distributor and several other companies that could benefit from the proximity to SIA. It would be interesting to know what caused a major Spokane developer to abandon a development at the business park after a significant cost in mobilizing construction equipment to start a building project.

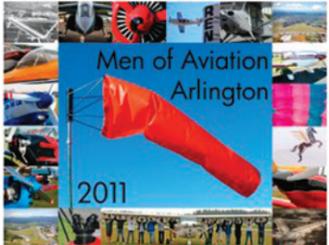
At Felts Field a major distributor of aircraft electronics, avionics and other aviation supplies decided not to expand at KSFF because of the reversion clause. They built a new multi-million dollar building off of Pines Road. Again, this is a loss of revenue for Felts Field and SIA.

We understand that the airports are subject to grant restrictions and other laws governing municipal corporations. But it is time to "Think Outside The Box".

We encourage those governing bodies that manage airports to seriously evaluate removal and / or modification of any reversion clause from their leases. This will result in the long term financial viability of the airport.



*We understand that the airports are subject to grant restrictions and other laws governing municipal corporations. But it is time to "Think Outside The Box".*



Introducing . . .

## Men of Aviation Arlington

We have created a calendar for 2011 that is a colorful tribute to some of the Men of Arlington and their Amazing Flying Machines.

This project is a fund-raiser for getting kids into flying and All Proceeds go Toward Youth in Aviation Programs!

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All calendar proceeds go toward scholarships for the Young Aviators program.

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# WPA Chapters Around the State

**ANACORTES** - The Anacortes chapter generally meets on the second Thursday of every third month (February, May, August and November) at 6:30 pm. Meetings are held in the Micro Aerodynamics hangar on the airport. **Contact Ken Davies, [iffly4real@comcast.net](mailto:iffly4real@comcast.net), 360-675-7526.**

**BREMERTON** - Contact **Don Dickson** at 360-620-5546 or **[donanjudy@tscnet.com](mailto:donanjudy@tscnet.com)** for further information.

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

**COLVILLE VALLEY** - For current meeting schedules, please contact **Dave Garringer, [colvilleairport@yahoo.com](mailto: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 Roy Lakewold at 509-276-5733 or email [rbl77@earthlink.net](mailto:rbl77@earthlink.net).**

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

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

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

**OKANOGAN & FERRY COUNTY** - The Okanogan & Ferry County chapter meets on the third Thursday of the month alternating between Omak and Tonasket. We go dark for the summer after a fly-in at the Twisp Airport on May 22. We start up again in September. **To confirm meeting details, contact Lee Orr at 509-486-**

**4502 or Monica Oakes at 509-422-0678 ([2monica8@gmail.com](mailto:2monica8@gmail.com)).** Anyone in the Twisp area on Friday night is encouraged to come by the airport. Pilots gather every Friday night. Contact Bob Hoffman for more information - 509-997-8141.

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

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

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

**SOUTHWEST/VANCOUVER** - The Southwest/Vancouver chapter has the following meetings scheduled for 2010: 4<sup>th</sup> 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 Marie Callander's Restaurant, beginning at 6:00 pm. (Meeting details are subject to change - please call first to check). The chapter also conducts a monthly fly-out on the Saturday morning following the chapter meeting, weather permitting. **For more information, contact Tom Morris, [tzmorris@comcast.net](mailto:tzmorris@comcast.net), 509-924-5544.**

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

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

**WENATCHEE** - **Mary Ann Fish, [flyingfishwa@earthlink.net](mailto:flyingfishwa@earthlink.net), 509-860-1973.**

**YAKIMA VALLEY** - The Yakima Valley chapter meets for dinner on the first Thursday of the month. **For meeting location and other details, contact Les Flue at 509-952-2376 or email [les\\_f@lesflue.com](mailto:les_f@lesflue.com)**

## Sequim Valley Airport

October 5, 2010

Sequim Valley Airport is pleased to announce a new webcam. The view looks south across the ramp with aircraft, windsock the Olympic Mountains in the background. The new camera updates every ten minutes with a time-lapse addition. This web cam will assist pilots, travelers and the public in viewing current weather and wind conditions. We feel this will be a big asset to pilots who are flying to Sequim and the community.

To view the webcam go to:

<http://www.sequimvalleyairport.com/photos/>

For more information contact Andy Sallee at (360) 683-4444

[sequimairport@gmail.com](mailto:sequimairport@gmail.com)

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## New WPA Wings Newsletter Editor Needed

After four years as your newsletter editor, it's time for a change! This edition of *WPA Wings* is the last one I will edit but I will assist the new editor with the February/March 2011 edition. *WPA Wings* is published six times per year. Editing the newsletter is a fun job which requires you to be creatively engaged for 6 to 8 hours each time it is published. **Please call me at 425-306-7391 or email me at [wpawings@wpaflys.org](mailto:wpawings@wpaflys.org).**

Colleen Turner

WPA Wings Newsletter Editor 2007-2010

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# WPA BOARD MEETING

**November 20, 2010  
Bremerton Airport**

President John Dobson called the meeting to order at 11:15 a.m.

**ATTENDANCE:**

President, John Dobson; Secretary, Marjy Leggett; Director at Large, Dave Wheeler; Director of Airports, Tom Jensen; 800 Number, Nancy Jensen

Other WPA members: Paine Field President, Les Smith; Paine Field Membership Chairman, Steve Waterman; Port Angeles President, Jerry Nichols; Port Angeles Newsletter, Gene Rimov; Port Angeles Member, Mel Rudin; Bremerton Treasurer, Jim Swartwood;

Mr. Dobson welcomed Jim Swartwood from the Bremerton Pilots Association.

**MINUTES:**

The minutes from September's meeting at Paine Field were read and approved.

**TREASURER'S REPORT:**

Replacing Tom Fox as treasurer will be Donald E. Nilson. John Dobson shared a report prepared by Tom Fox. WPA has \$31,675 in the General Fund and \$1,513 in PAC Funds. Membership dues total \$12,295, up \$2,351 over ten months ending on 10/31/2009. Wings advertising is down and WPA expenses are down.

**DIRECTOR REPORTS:**

**EAST SIDE REPORT- DAVE LUCKE:**

Dave was unable to attend the meeting, but sent

a written report.

The Spokane Airport Board has an RFP out for an FBO at Felts Field. They have revised the "Minimum Standard" to allow a more flexible business opportunity for those that are interested.

The board is also looking for a new "Airport Director", to oversee the daily operations at KSFF and KGEG.

We do have two WPA members on the airport board, Dave Holmes and Jeff Hamilton.

Dave submitted the "Airport Report" to Judy Gifford at the airport for review. There is the possibility for progress on the reversion clause.

**WEST SIDE REPORT- CHARLES HOWER:** No Report. He is working on the Boeing 787 Project.

**MEMBERSHIP DIRECTOR – JERRY WARD HAS VOLUNTEERED TO SERVE LEGISLATIVE AFFAIRS DIRECTOR— POSITION IS OPEN**

**DIRECTOR OF AIRPORTS – TOM JENSEN** Tom reported that they had a good work party at Ranger Creek.

No other airports are threatened currently. Fifty people signed up, but only 30 attended the Nov. 13th WASAR seminar. Perhaps a nominal fee would ensure attendance for those who sign up. It was a very good presentation.

**COMMUNICATION DIRECTOR— COLLEEN TURNER**

Colleen is leaving the position, so we are



From lower left and moving clockwise, the people in the photo are: Steve Waterman, Tom Jensen, John Dobson, Jim Swartwood, Nancy Jensen, Les Smith, Marjy Leggett, Mel Rudin, Jerry Nichols and Dave Wheeler.

currently looking for a replacement. The position requires proofing the articles for WINGS, validating what is there, and sending them on to Snohomish Publishing. Snohomish Publishing assembles the newspaper. Mr. Dobson emphasized that one doesn't need to be a "computer whiz" to do the job of communication director.

Articles are due very shortly. The next issue of WINGS comes out by the first of December. Articles are always welcomed.

**SAFETY AND EDUCATION DIRECTOR— JIM FAUSTINA**

Jim is available for presenting seminars. His background is the safety inspector at Goodrich Aerospace and now he is teaching at Everett Community College.

**COMMITTEE REPORTS:**

**DIRECTOR AT LARGE:** Nothing new to report.

**BYLAWS:**

Les Smith reported that a committee has been meeting through conference calls, focusing on Membership Types.

Still up for discussion are the procedures and rules for making changes to the Bylaws and the potential for WASAR related changes. Les will consult with Matt Tower about WASAR.

Additionally, other grammatical or time relevant issues were reviewed by the committee with updates made regarding the role technology plays in membership dues (i.e. Old bylaws say you must register by filling out a form. Now it can be done through the Internet.)

Each proposed change will be voted on separately. The proposed changes will be posted in the December issue of WINGS with the vote to be taken at the February general meeting.

Under Membership Types, the proposed change is to eliminate the term "spousal member". It will now be referred to as "family member" and can include any additional family member living in the household. A family membership will be allowed two votes. The student and instructor membership categories have been eliminated.

Corporate, Associate, and Affiliate membership categories remain unchanged.

**OLD BUSINESS:**

**EXCISE TAX:**

A conference call with the Aviation Coalition will be held shortly after Thanksgiving to discuss the excise tax issue. The question posed is, "Do we want to propose an option of our own or leave it to the Legislature to impose an increase of its own making?"

**AIRCRAFT REGISTRATION—NON PAYMENT:**

A reminder was given that the WSDOT and Department of Revenue is cracking down on unregistered aircraft in the state. They are checking "N" numbers and will be turning unregistered aircraft owners over to collection agencies.

**WPA MANAGEMENT SYSTEM:**

Nathan is working to improve the management system. Dues paid early will include a time period from Sept. 1, 2010 to Dec. 31, 2011, with a grace period until Feb. 29, 2012. After February, the member will be dropped from receiving Wings and will be removed from the database.

The membership renewal form has been revised and will be sent out to the members the first week of December.

The question was brought up about allowing chapter presidents access to member information from other chapters. It was decided that it was very doable and Mr. Dobson will make sure the parameters are changed to allow chapter presidents access to the membership of other chapters.

**NEW BUSINESS:**

**LAND USE PLANNING**

Chris Marr, a Democratic Senator from Spokane and friend to aviation, was not re-elected. He was a supporter of the land use protection issue surrounding airports. Because of budget cuts and the loss of a strong GA supporter, it appears that the issue of land use protection will not be in the forefront this year in the Legislature.

**OTHER NEW BUSINESS:**

**INSURANCE**

A discussion regarding insurance for the WPA organization took place with Jerry Nichols offering to research a source of insurance coverage at a reasonable rate. He will report back with his findings and provide two or three contacts for the WPA to consider.

(Continued on page 6)

## HIMS Conference on Addiction and Depression in Pilots

By Kristen Allott, ND, L.Ac

In September, I attended the three day Human Intervention Motivation Study (HIMS) meeting in Colorado. HIMS is a peer led interventions and treatment program for commercial pilots with the disease of addictions. The purpose of this program was to ensure air safety and to preserve careers of pilots. The seminar taught doctors, pilots and airline industry professionals about the identification, evaluation, treatment and management of addictions and depression in licensed pilots. I found the conference to be simultaneously inspiring and disturbing.

In the arena of addictions, the FAA treats dependency, abuse, and misuse of alcohol the same. This means that if the FAA decides a pilot's use of alcohol is a problem, the pilot will enter the HIMS program or a similar abstinence-based program (for private pilots). In order to maintain his/her pilot's license, an AME must defer an application when a pilot has had a blood alcohol content, BAC, >0.149; has refused a blood alcohol test; or has had a second DUI. Before flying, if the BAC is greater than 0.02%, the pilot's state qualifies as a rule violation. Although pilots must stop drinking eight hours before flying, there are known cases where pilots drink heavily up to the eight hour window and still had a BAC far greater than 0.04%. Additionally, alcohol contributing to a physically hazardous situation, such as a fist fight or domestic abuse, could trigger a substance abuse and evaluation of the pilot.

An individual's community often defines the healthy use of alcohol. However, it's important to keep in mind what the general standard is for healthy drinking. For

men under the age of 65, it's no more than five drinks in a day and no more than 14 drinks in a week. For women and men over the age of 65, it's no more than three drinks a day and no more than seven drinks in a week. As was pointed out in the conference, preventing addictions and alcohol use and misuse saves time, money and time away from flying as well as minimizes social and family stress.

One of the most impressive statistics that I heard in the seminar concerned the levels of successful treatment of addictions. Of the 400 pilots who have entered the HIMS program in 44 years, 92% have returned to flying and 11% have had a one-time relapse. By way of comparison, for a person in the general public who enters treatment for addictions, there is a 90% chance that person will relapse.

Regarding depression, the good news is that the FAA is now allowing pilots the possibility of maintaining their license while they are on an antidepressant medication. The disappointing reality is that it is unlikely that commercial pilots, let alone private pilots, will participate in the FAA's program. This means pilots will remain untreated for the symptoms of depression. The new ruling is that an airman can be on one of four antidepressant medications: Prozac, Lexapro, Zoloft and Celexa. To receive a Special Issuance (SI) from the FAA to fly while using an antidepressant medication, a pilot must participate in the following: Be on the medication for one year; the pilot is not allowed to fly during this year; submit to neuro-cognitive testing; and gather reports from his or her treating physician and HIMS AME. Once a third class airman receives a SI in order to maintain the Special Issuance,

the third class airman must provide the HIMS AME a report from the treating physician as well as documentation of a psychiatric consultation evaluation every six months. Every two years, he/she must submit to neuro-cognitive testing.

One of the reasons I'm disappointed in this new policy is that as a professional who treats individuals with depression, I know one of the most important therapies is to keep someone who is being challenged by life doing the things that he/she loves—such as flying. This policy keeps pilots from flying for an entire year. For a third class airman, incurring over \$5,000 worth of evaluations simply seems steep and unrealistic. As a consequence, pilots will be flying with symptoms of depression, which will be eroding the pleasure of life and cognitive thinking abilities. This can impact both personal and family lives of the pilot and other's safety.

What can a pilot do if he/she is struggling with fatigue insomnia, is not taking pleasure in things once loved, feels flat or increasingly irritated? Seek help and be mindful of the other rules. A pilot may see a medical professional (medical doctor, naturopathic doctor, nutritionist, acupuncturist) for nutrition, fatigue, insomnia, and prevention of diabetes or cardiovascular disease. However, when the medical professional diagnoses the pilot with depression or another mental health problem, the FAA can withdraw the pilot's license. Be very clear and up front with all providers that the consequences of being given a specific diagnosis of depression or other mental health diseases can result in a very complicated evaluation and challenge to your license. Strangely enough, the present regulations allow pilots to use food, supplements and herbs that can treat depression as long as the pilot does not have a specific diagnosis of depression.

In response, I am preparing a paper for pilots about what they can do when they believe they are struggling with depression and do not want to give up their licenses in order to get treatment. Your input, in the form of questions or information, will be helpful and certainly appreciated in the development of the paper. Should a flying club be interested in talking about the new rules, how to improve energy and mental clarity and/or how to prevent depression in time of stress, I would be happy to meet with you and your club members. Please contact me by email. If you prefer to contact me anonymously, you may write me at my mailing address at allott@dynamicpaths.com.

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## Washington Volunteer Honored for Saving Community Airport

Laurence P. Sharples Perpetual Award Goes to Vista Field Advocate, Marjy Leggett



Reprinted from [www.aopa.org](http://www.aopa.org)

AOPA on Nov. 13 awarded its highest honor for individuals to Marjy Leggett, a volunteer for AOPA's Airport Support Network, for her efforts to promote and protect her home airport, Vista Field in Kennewick, Wash. The Laurence P. Sharples Perpetual Award is presented annually to an individual who has made significant contributions to the advancement of general aviation. This year's presentation was made during a special awards program on the AOPA Live® stage at AOPA Aviation Summit in Long Beach, Calif.

When, in 2008, the city of Kennewick began exploring how best to use the airport land, including possibly closing the airport, Leggett rallied fellow pilots and other airport supporters to prove to the city that keeping Vista Field open was the best option.

"Marjy's efforts in Kennewick are a perfect example of how the local pilot community and AOPA can work together to protect and preserve America's network of public-use airports," said AOPA President Craig Fuller. "With back-up support from our airports staff at our Frederick, Maryland, headquarters, she and her fellow airport supporters were able to educate the broader community about the value of Vista Field."

The situation at Vista Field was complex. Although located within the city of Kennewick, the airport is owned and operated by a separate governmental body, the Port of Kennewick. Leggett solicited help from other pilots, forming a local chapter of the Washington Pilots Association, and organized local business leaders to explain to city officials just how important the airport is to those businesses.

Their community education efforts led to the election of a number of aviation-friendly city and port candidates, and ultimately to a unanimous vote this year by the Port of Kennewick Commission to keep the airport open.

The Laurence P. Sharples Perpetual Award is named for AOPA's first chairman of the board and is given each year to the person or persons who best emulate the unselfish contribution to general aviation which characterized the life of L.P. Sharples.

## Traffic Patterns: How Does Something So Simple Get So Messed Up?

By Dave Wheeler, WPA Director-At-Large

In my career as an instructor working students at and around our home airport, I'm hearing more and more wrong things being said on the radio, and procedures not being followed. I fly from Arlington Airport (KAWO), and this is an example of what I hear from time to time. The airplane make is obviously fictitious, as I don't want to single out any person or airplane type. "Arlington traffic, BelchFire 123 departing runway 34 westbound."

Seems clear enough, or does it. What is westbound? Heading 270? Track 270? 90 degrees from runway heading, which would make it 250 degrees? Somewhere in the westerly hemispherical rule? I have asked pilots and Instructors that use this term what does that mean to you? Sadly, I have gotten all of the above answers. So when I hear it, I really don't know where the pilot is going. It is easy if you happen to have the latest whiz bang traffic detector, but in the planes most of us fly we don't have this equipment.

OK then, what is the correct answer? Easy. Ever heard of the Aeronautical Information Manual (AIM)?

OK – easy enough, no such thing as a west or any other direction of departure, only the straight out or 45 degree turn in the direction of the traffic pattern. No crosswind or downwind departures at non towered airports, period, end of discussion.

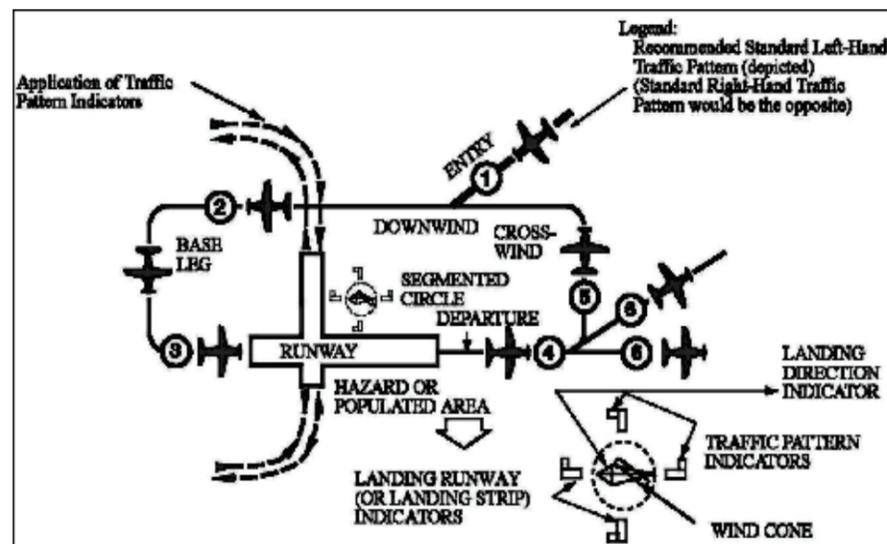
Well then what about the towered airport? Not so different, except you may ask for and get almost anything that the tower can work out. Straight out, crosswind, downwind, turn in the opposite direction of the traffic pattern, almost anything. BUT, when ready for takeoff, do not ask them for a westbound, or any other direction of takeoff. The tower will give

it to you, but the other pilots, especially inbound have no idea what direction you are really going. When you say Straight out, crosswind, downwind, now I know where you are going.

OK, so where did this all come from you might ask? Easy. Since most of us fly from Snohomish County Airport, (K\PAE) (and that's where most of the problems are) history is the culprit. Way back before the parallel runway was constructed this problem did not exist, but soon after the new 16L/34R became real, ground control would ask each pilot their direction of flight so the controller could assign the correct runway. That became north, east, south, or west. North and east got the east runway, and south and west got the west runway. Then after your run-up was

finished you would taxi up to the runway and say ready for take off eastbound. Makes sense, ground wanted to know, so tower must want to know too. NO, they don't. The tower will parrot your request, but that doesn't make it right. So even at the towered airport if you say ready for take off and nothing more the tower will assume a 45 degree turn or the straight out. If you are on 16L and are heading east, ask for a left crosswind departure. Heading to Arlington, ask for a downwind departure. Nonstandard yes, but now everybody knows what that is.

Oh, by the way, if you ask for a crosswind departure, please really depart on the crosswind, and by looking at the drawing above, you will see that it is a 90 degree turn from the upwind.



Chapter 4-3-3, paragraph 6. If departing the traffic pattern, continue straight out, or exit with a 45 degree turn (to the left when in a left-hand traffic pattern; to the right when in a right-hand traffic pattern) beyond the departure end of the runway, after reaching pattern altitude.

WASHINGTON PILOTS ASSOCIATION



## WPA Membership - Financial Benefit and Shameless Plug

By Bill Reith, WPA Paine Field Chapter

I believe GA pilots are a pretty thrift bunch and we appreciate good value. Being a numbers guy, I thought I would consider the financial value of WPA membership. The trouble with this exercise is there are many rewards to membership and not all are enjoyed equally by all members. However, there is one benefit in 2010 from which members and non-members received value.

I am confident that if not for the network of WPA pilots who contacted their representatives in 2010, Washington pilots and aircraft owners would have an aircraft excise tax. So, the question is pretty straight forward, no E6B required! Let's start with the basic \$31 annual membership. The proposed tax was 1/2 of 1%, or .005. If we divide the \$31 membership by .005, we will get the amount of aircraft value that would produce an equivalent amount of tax to membership cost. That amount is \$6,200! In other words, \$6,200 of aircraft value will buy a WPA membership.

What if you rent? All costs of operations for the FBO become an overhead component of the hourly rental rate, so renters pay the tax too. There are many more variables in this calculation, but let's use the following as facts for illustration:

- Fair value of rental aircraft = \$75,000
- Annual hours of rental = 500 hours

If the tax is 0.5% of \$75,000, the annual excise tax would be \$375.00; divide by 500 hours, the tax is 75 cents per hour. Approximately 41 hours of annual flight time would cover the cost of a WPA membership.

Clearly, WPA and its members can't take all of the credit for legislature backing off on the excise tax, but there is strong evidence that WPA members had a voice and that voice was heard. Legislators received many comments from WPA members and the impact of those comments was significant in the decision making process. Membership numbers count. The excise tax debate may return and it will be even more critical that Washington pilots are ready.

Perhaps the above financial illustration is trivial? The bigger picture is not, protecting general aviation and building a community of pilots in Washington would appear to be a pretty sound investment in these uncertain times. The additional benefits of becoming a WPA member are many. Consider an investment in the WPA; while the financial investment is minimal, consider investing yourself in the process. Be a member, be a voice and protect GA in Washington.

## BOARD MEETING

(Continued from page 4)

### NOMINATIONS FOR NEW OFFICERS

This year the positions open for WPA election are President, Vice President West, Communications Director, and Director at Large.

### AWARDS

The awards given by WPA are the Harold Wilson Award, Dick Corey Award, and Pilot of the Year Award. Chapter presidents are asked to send in nominations for awards if they have a deserving member in their chapter.

### LAND USE GUIDELINES BOOK

John Townsley had asked if the WPA would be interested in working on a simplified land use guidelines book to help those who might be faced with the task of quickly needing to give a presentation or have the knowledge at hand. The response from the group was that Futurewise is a watchdog group for airports which has information on land use and seems to have fulfilled that need. The suggestion was for John Townsley to take a look at the Futurewise website.

### RETREAT

The dates for the WPA Retreat are March 26 and 27. No location has been selected as of yet, but we are looking for a central point with close access to an airport. Chelan was suggested. The president from each chapter or a representative should plan to attend the retreat along with the members of the Board, which includes the directors and executive board.

### CAP in PORT ANGELES

Jerry Nichols from Port Angeles asked for support and ideas in working with the Civil Air Patrol. The Port Angeles Chapter is working with the CAP to provide programs and support, but need ideas and invites suggestions from other chapters. One source suggested was to talk with Kevin Kelly.

### PASSPORT

Dave Wheeler asked the status of the Passport program which would have motivated pilots to land at every airport in the state and receive a stamp, then enter for a prize. Mr. Dobson said there has been no progress due to a busy schedule.

### NEW CHAPTER

Bremerton was unanimously accepted and welcomed as the newest chapter of the WPA. The meeting adjourned at 1:25 p.m.

Respectfully submitted,  
Marjy Leggett, Secretary

# Bylaws Committee Drafts Changes to WPA State Bylaws

By Les Smith, WPA Paine Field Chapter

A committee was formed to review the state bylaws and after a number of conference calls and stakeholder reviews with the State Board, the changes are ready for consideration by the general membership.

Members are Mike Muma from Green River, Bill Moore of Deer Park, Nancy Jensen of Green River, Dave Garringer from Colville Valley, and Marjy Leggett of Tri-Cities, along with yours truly from Paine Field.

The committee agreed, in particular, to follow one precept, suggested by Mike at our first meeting. We would ensure that whatever we did encouraged (or at least not discourage) the younger generation to engage. The committee also referred to the bylaws of a number of aviation organizations for examples of membership types.

For some time, membership directors, at both the state and chapter levels, have dealt with frustration on the part of some Regular Members who have active pilots as spouses. These spouses fell under the membership type defined as "Spousal Members". As such they have "all the rights and privileges of Regular Members in good standing except they shall not receive individual copies of Association correspondence or publications". This has been more troublesome as electronic communication has grown.

To provide true equal standing as well as to encourage younger participation, we have replaced the Spousal Member with Family Membership. Elsewhere, we have removed reference to membership types that were removed by previous bylaw changes in the past.

Here are the specifics of the recommended changes. Changes are highlighted in red.

Currently	Proposed
<p>ARTICLE IV Membership Section 1 Categories of Membership (a) <b>Regular Members</b> Any person interested in or active in aviation who agrees to uphold the principles and By-Laws of the Association, and pays Regular Member dues, may qualify for Regular membership. (b) <b>Spouse Members</b> A spouse of a Regular living at the same address as the member, is eligible to be a Spouse Member. Spouse Members shall have all the rights and privileges of Regular Members in good standing except they shall not receive individual copies of Association correspondence or publications.</p>	<p>ARTICLE IV Membership Section 1 Categories of Membership (a) <b>Regular Members</b> Any person interested in or active in aviation who agrees to uphold the principles and By-Laws of the Association, and pays Regular Member dues, may qualify for Regular membership. <b>One membership, one vote in Association affairs.</b> (b) <b>Family Membership</b> Membership for a household, in which all members are welcome to Chapter and State activities. <b>This membership type receives single copies of all printed correspondence and dual copies of electronic correspondence. Voting is limited to two adult members of the household. Family dues shall be 150% of Regular Member dues.</b></p>
<p>ARTICLE IV Membership Section 4 Voting Rights Regular Members, Lifetime Members, Spouse Members, Student Members, Certified Flight Instructor Members, Corporate Members, and Members-at-Large, shall have one vote on all matters brought before the general membership at a duly constituted Annual General Meeting or special membership meeting as prescribed in these By-Laws.</p>	<p>ARTICLE IV Membership Section 4 Voting Rights Regular Members, <b>Family Members (each of two adults per household), Lifetime Members, Spouse Members, Student Members, Certified Flight Instructor Members,</b> Corporate Members, and Members-at-Large, shall have one vote on all matters brought before the general membership at a duly constituted Annual General Meeting or special membership meeting as prescribed in these By-Laws.</p>

A number of minor grammatical and typographical errors are corrected as well. The current Bylaws can be obtained from the State web page, [www.wpaflys.org](http://www.wpaflys.org). Look under the "Membership" drop down.

The Bylaws cannot be changed by the Board, only by a vote of the general membership.

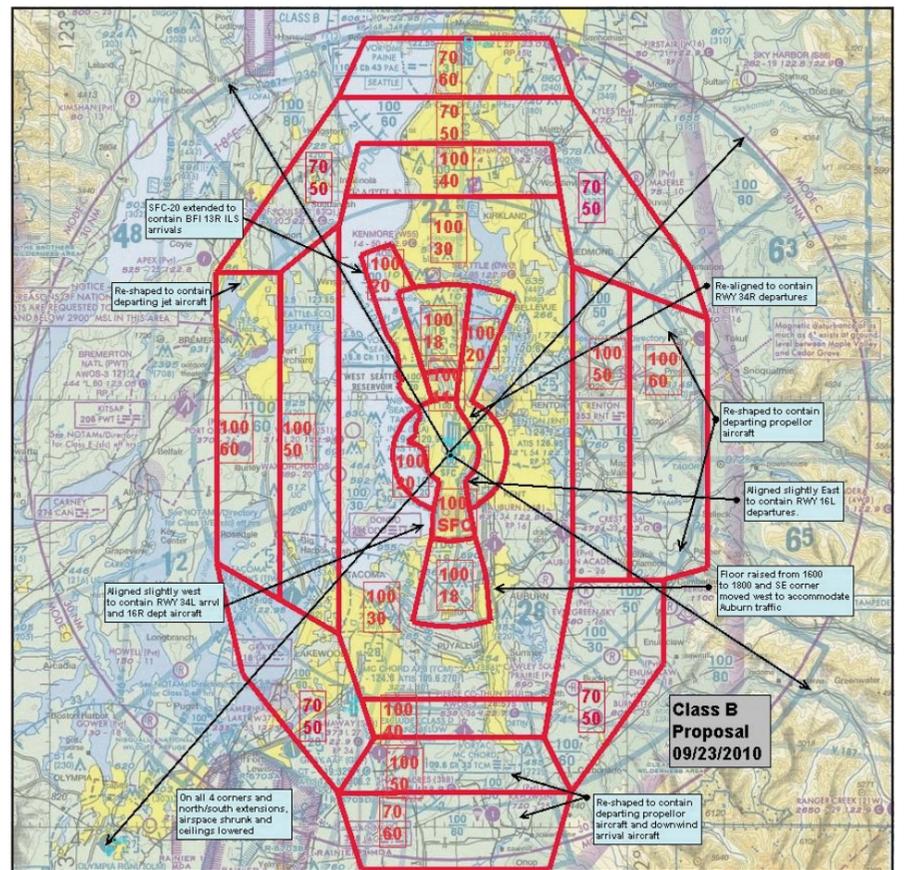
The membership will be presented these recommended changes for a vote of approval at the WPA General Membership meeting on February 26, 2011 at the Northwest Aviation Conference & Trade Show in Puyallup.

If you have any questions, please contact any committee member or email yours truly at [lesmithjr@gmail.com](mailto:lesmithjr@gmail.com)

This article satisfies the requirement of 30 day written notice as provided in Article XV, Section 2 of the WPA Bylaws. Les Smith is outgoing President of Paine Chapter after serving two years and served as Chair of the Bylaws Committee.

# Proposal for Seattle Class B Airspace Redesign

Below is a chart of the FAA's Proposal for Seattle Class B Airspace Redesign. Pilots are encouraged to submit written comments. Mail them to Clark Desing, Manager Operations Support Group, AJV-W2, Western Service Center, Air Traffic Organization, Federal Aviation Administration, 1601 Lind Avenue, SW, Renton, WA 98057. Please enclose three copies of your letter. Comments are due by January 31, 2011.



# Boeing's Newest, Oldest Airliners Fly Together

By Jason Paur, [www.wired.com](http://www.wired.com)  
May 10, 2010

Boeing's chief test pilot, Mike Carriker, was able to take a brief break from the busy flight test duties earlier this month to fly formation with the oldest flying Boeing airplane. After photos were leaked on the internet last week, many were thinking it was a creative digital editing job, but the photo shoot has been in the works for a long time.

"It really took a lot of work and planning," Carriker said. "When I came alongside the Model 40 against those big puffy clouds it was unbelievable: Here is this 1928 biplane flying with a 2010 airplane side by side."

With owner Addison Pemberton flying the Model 40 as fast as possible, Carriker was able to slow down the 787 enough so Pemberton's son Ryan, riding in a third plane, could take the image as the 787 flew by its (great-great-great-great?)

grandparent. The two airliners were flying near Mt. Rainier southeast of Seattle.

The Boeing Model 40 was the first aircraft built by the company that was designed to carry paying passengers. With the new airplane, Boeing won the contract to carry mail from San Francisco to Chicago in 1927. In addition to carrying mail

*"When I came alongside the Model 40 against those big puffy clouds it was unbelievable."*

in a compartment in front of the cockpit, the Model 40 could carry two fare paying passengers! Within a few years the company expanded service

nationwide operating as the United Aircraft and Transport Corporation. Soon Boeing and other airplane makers were building aircraft to carry many more passengers to accommodate the growing demand.

The Boeing Model 40C pictured below was restored by Pemberton and Sons Aviation. The airplane had crashed in 1928 and flew again after thousands of hours of work in 2008.



Photo: Ryan Pemberton/Boeing

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# CROSS COUNTRY ODYSSEY

By Paul Zosel, WPA North Sound Chapter

The Flying Dentist Association holds a national meeting every June in various parts of the country, and it was Asheville, North Carolina's turn this year. This seemed like an interesting challenge, so off we went. Brit and I left BLI at 10 AM June 23 in our Cessna T210M and climbed into the 1800' overcast and up to 9000 on V2, the lowest route over the Cascades. It was 0° C, but no ice. We were in IMC for most of the way until over Boise, then, climbing to 10,000 for continued radar coverage, CAVU to our overnight stop at Alpine, WY...46U.



Alpine, WY

The flight time was 4.1 hours. 46U is just south of the Tetons at 5600 MSL, with a 5500' runway situated by a lake surrounded by craggy mountains. Gas was 3.99/gallon and the motel was 1 1/2 miles away. The manager was very accommodating in providing a ride to it, and back to the airport the next day.

Bright, blue skies greeted us the next morning, as we climbed out to 13,500 to clear the granite. The day's fuel stop was Colby, KS (KCBK), a small but active airport surrounded by corn and wheat fields, with \$3.94 fuel. The terminal was cool and full of ladies at numerous card tables. The pump was self-serve, but the manager did the deed for me in the 90°F sun. This country is pancake-flat and a far cry from the 50° F mountains we left just 500 nm ago.

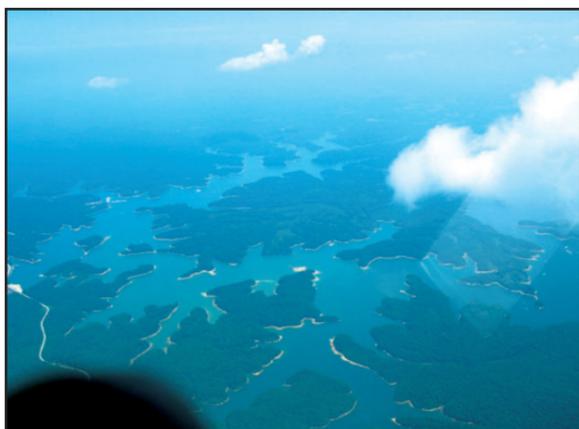
After a brief stop, it was off to Bowling Green, KY for the night. Although the skies were clear, we started to pick up the usual eastern haze, cutting visibility to 10-12 miles. At 11,500 there was a 10-15 knot tailwind. My Garmin 496 XM weather showed a big cell a few hundred miles ahead in central Missouri, so a timely deviation to the south avoided any unwanted thrills. A climb to 15,500 took us over a line of cumulus extending from that cell in smooth air. Missouri has a lot of wooded areas separated by many small farms and towns, and a pleasant contrast to the wasteland of central Wyoming. I was amazed at the number of small airports in Missouri and Western Kentucky; probably one every 30 miles.



Airports everywhere in Missouri

After 1200 nm and 7 hours in the air, we set down at Bowling Green (KBWG), home of the Corvette factory. It was like a sauna, 95° F and corresponding humidity. Co-Mar Aviation, the FBO, was very helpful to tie down the plane and provide motel transportation. This is a Bellingham-sized airport and town that seemed fairly prosperous. Fuel was \$4.20 after an AOPA discount.

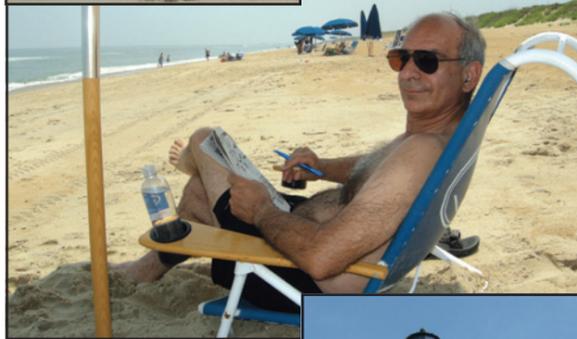
The next day was again 95° F by midmorning, as we took off for Currituck, NC. Western and central Kentucky has many lakes and reservoirs, some up to 40 miles long, with a lot of farmland between.



Central Kentucky

This gives way to the Appalachians further east. Although we would say they are a poor excuse for mountains, they top out at 5000-6000'. We could see many small farms from our 3000' AGL perch, nestled in the narrow "hollers", and a few coal mines. The line guy at KBWG said it wouldn't be difficult to be looking at the wrong end of a shotgun if one stumbled onto someone's private property thereabouts! The skies were filled with scattered cumulus as we bumped along at 5500' MSL. Three hours in the air brought us to KONX, a sleepy airport with a nice terminal situated at the northern end of the outer banks of NC. This is where we got our car rental, and gas was \$3.70. As one can see, I found "reasonable" gas all the way thanks to www.airnav.com. I like to think I'm frugal, but most say I'm just plain cheap. We then made the 45 minute drive to Sanderling on the Atlantic shore.

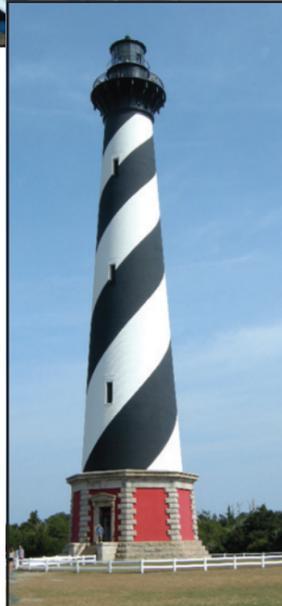
We stayed on the outer banks for three days, lying on the beach, swimming in the 75° F ocean, driving 80 miles south to Cape Hatteras, and, of course, visiting Kitty Hawk. We climbed the 248 steps up the 208' light house at Hatteras. This is the tallest one on the east coast, and was moved 1600' inland in 1999 to avoid ongoing shore erosion. It would likely have tipped over by now if this weren't done.



At the Beach

Now it was time to head west back to Asheville, 300 nm away. Conditions were as before, hot, humid with scattered cumulus at 4-5000'. Nearing Asheville, ceilings went to 3500 broken with thunderstorms developing. We landed at 2 PM, just 20 minutes before lightning crashed down a mile from the runway.

As mentioned, Asheville was the reason for the trip, so we were there for four days. Our free time was used to explore downtown Asheville, the Biltmore mansion and driving the Blue Ridge parkway. The town has a population of about 65,000 and is set on hills with many tree-lined streets. Biltmore was constructed in 1890-95 by George Vanderbilt, and is the largest mansion in the USA. We spent almost a day going through it, and it was well worth it. Historically, Asheville was a vacation spot for folks further east since it has a higher elevation (2500') and is a bit cooler in the summer



Hatteras light house



Site of the First Flight

On June 29 we left for home. It would be 1924 nm before reaching KBLI. No significant weather was encountered, just a 3000' broken ceiling which quickly cleared out all the way to our fuel stop in Warrensburg, MO (KRCM). At 12,000' the temps were comfortable and the headwinds were only 5-15 knots. The approach into Warrensburg took us over Whiteman AFB at 2000' AGL, home of the B-2 bomber, one of which could be seen on the ramp. Fuel was



Biltmore Mansion

the cheapest here, at \$3.60. We continued on to overnight at Longmont, CO (KLMO), just north of Denver. Surface heating caused a lot of turbulence below 3000' AGL as we let down to the airport. Flight time was 7 hours that day. The airport manager took us to our motel four miles away.

Another clear, warm day met us in the morning for our last leg. Four planes were ahead of us for fuel, so it wasn't a quick departure. \$3.78 gas attracts many nearby folks. We had to do a 360 to climb over the adjacent 13,000' peaks to the northwest.



Climbing out of Longmont, looking toward Denver

Some heavy weather was developing over SE Idaho, with rain and virga encountered for 40 miles. The mountain tops were about 10,000, but ceilings at 14,000 allowed us to scoot under it. We stopped at Gooding, ID ...more good priced fuel at \$3.98, then continued on. Enroute we decided to stop at my parents' place on Lake Osyoos in Oroville (0S7). Clear skies and a south wind at 12,500 made it an easy trip, arriving in time for a swim and dinner.



Central Wyoming....ugh!

The worst weather was again found over the Cascades the next day. With the Okanogan MOA hot, an IFR clearance wasn't available until south of it by Chelan. Ceilings in the Okanogan Valley were 7000 and the tops over the Cascades were 12,000 but no ice was found on our way up to 14,000. It was 3000 overcast in BLI with light rain when we arrived.

This was our second "cross-country", the first one to Maine four years ago. Round trip distance straight line was about 4500 nm with a fuel burn of 480 gallons, and about 29 hours in the air. With motels plus \$4.16 average for fuel this is not an econo-trip across the country. However, the feel you get for the land is not something that can be experienced in an aluminum tube at 35,000'. And, of course, we do it because we can!



Lake Osyoos, Oroville, WA