

Wings

INSIDE THIS ISSUE:

- Petri Rebut LightSquared Ad..... 2
- LightSquared Threatens Legal Action.. 2
- Pilot's Bill of Rights..... 3
- WPA Chapters..... 4
- Surprise Luncheon with Dick Putan.. 4
- The Return of "Raincheck"..... 5
- Out of Your Comfort Zone..... 6
- Vista Field Status 6
- Drivers License and Education to Take Place of Pilots License..... 6
- Flight to El Paso 7
- WPA Calendar..... 8

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Ninety-Nines in China



By Marjy Leggett

While many jurisdictions in the United States fail to see the benefit of local airports and are doing their best to shut them down, other countries see airports as a boost to their economy and are promoting general aviation. One such country is China. The China airspace has been controlled by the military with special provisions for commercial air traffic (or civil aviation, as they call it). General aviation is almost unheard of, but that may be changing.

I was included in a delegation of Ninety-Nines International Organization of Women Pilots in a special invitation

by the Chinese government to attend the China International General Aviation Conference 2011 held in October in the city of Xi'an. Our purpose was to speak at the convention about the Ninety-Nines and its role in helping women pilots and promoting aviation. The five who made up the delegation were: President Susan Larson, Past President Pat Prentiss, Director Joan Kerwin, Past Director Fran Strubeck, and Director Marjy Leggett. Our visit was arranged by Laura Ying Gao, a native of China who recently moved to the United States, obtained her private pilot license, and is an enthusiastic Ninety-Nine.

The five of us delegates were treated as VIPs at the Pucheng Airport Air Show and given tours of the China Aviation Industrial Base (CAIB) in Xi'an. China is moving at rapid speed toward general aviation with the CAIB now including a huge development of 41 state-owned enterprises including 26 businesses, 10 educational institutions, and five research institutions, together employing 130,000 aviation personnel. All of this has been built since starting in 2005.

China sees the economic benefits of general aviation, during the conference, citing Van Nuys Airport in California and a small airport in Virginia as prime examples. They also point out how general aviation can play a key role in saving lives from maritime accidents and forest fires, and can serve as supports for gathering weather information, assisting in agriculture, powerline inspection, and law enforcement.

China acknowledges the great task ahead of them in preparing and designating airspace, setting up training facilities, FBOs, training pilots and mechanics, forming aviation clubs, and acquiring aircraft. They also recognize that general aviation will produce direct, indirect,

and induced industries that will benefit their economy. A two-year, five-year, and 12-year plan were presented during the convention and at the rate of development that has taken place since 2005, it is very likely they will succeed.

Although close in size to the United States, China only has 217 civil aviation airports compared to the U.S.'s 19,802. Only 68 of their airports are considered General Aviation airports. Civil aviation comprises less than 25% of the total airspace compared with 80% in the U.S. A lack of airspace and alternate airports in large cities has resulted in delayed flights and airports serving beyond their capacity. China is looking to the United States as a model to help them form an integrated airspace system.

Susan's speech about the Ninety-Nines was very well received. She was also asked to speak about U.S. Airspace at one of the dinners we attended. The Chinese are intrigued by the way our airspace system works and are eager to learn more. The attendees seemed to hang on every word as our president of The Ninety-Nines gave a step-by-step description of the procedures she would use to file a flight

Our Ninety-Nines group was honored to have a part in this conference and to see first-hand the progress being made in the field of aviation.

(Continued on page 2)



President's Message

Merry Christmas and a Happy New Year from the officers and directors of the Washington Pilots Association. As the 2011 Christmas season approaches, we should all consider how fortunate we are to live in this great country with the least restrictive general aviation environment in the world. There are other things we also need to be thankful for but I will leave that to the individual reader.

AOPA President Craig Fuller mentioned in his latest *President's Position*, "At this moment in time we have no new general aviation user fees – despite the efforts of some to impose them during the heat of the federal budget debate".



Dave Lucke, WPA President

So far WPA and the *Aviation Coalition* have been successful in educating our states legislators in the negative net revenue aspects of an increase in aviation excise taxes. It is interesting that Main and Pennsylvania have reduced or eliminated sales tax on labor and / or material used in the maintenance of aircraft. Many legislators do not realize that taxes are "elastic" and people will make purchase decisions based on total economic impact, including taxes. How many pilots take aircraft based in Washington to Oregon, Montana or Idaho for maintenance? I know of several that go to Hermiston, Oregon for annual inspections.

(Continued on page 2)

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President's Message

(Continued from page 1)

As responsible citizens we should be willing to pay our fair share for good schools, roads and infrastructure. But general aviation should not be singled out and targeted by legislators as has been done in the past.

Over the past few years, your WPA has become much more politically active. We have a lobbying organization through the *Aviation Coalition* for Washington State issues. In late October I was in Herndon, Virginia and visited AOPA where I explained to Greg Pecoraro the benefits of joining the Spokane chapter of WPA. I also visited the offices of Maria Cantwell and Patty Murray explaining the huge consequences to our GPS system if LightSquared is allowed full use of the spectrum they have for their 4G wireless system. Cathy McMorris-Rodgers granted about one hour of her time to discuss the GPS issue and other aviation topics in the 5th district including the Colville, Washington airport. It was a very productive visit.

For those of you that might be inclined to visit the Washington DC area, I highly suggest you allocate a day to visit the Steven F. Udvar-Hazy National Air and Space Museum at Dulles airport. It is part of the Smithsonian Museum system and well worth the time. For a mere 58 million dollar donation you can get a museum named after you too.

Merry Christmas, Dave Lucke, WPA President

AOPA VP Joins Spokane WPA Chapter

Please welcome Greg Pecoraro, VP Airports and State Advocacy, AOPA to our Spokane WPA Chapter. On my recent visit to the Washington DC area, I visited the AOPA office in Fredrick, Maryland. Greg has worked with WPA for the last couple of years on the excise tax challenge. Last year at this time your WPA board had prepared an alternative excise tax bill to present to the legislature which included a substantial increase in aircraft aviation excise tax. Greg came to John Dobson and me and said, "wait a minute. Washington already has one of the highest tax structures on GA. Why would you volunteer to increase that?" So we listened to Greg and agreed with his analysis. Greg attended our WPA board retreat last March and contributed much information.

The most recent WINGS issue was dropped off at the offices of Senators Patty Murray and Maria Cantwell. I was also



able to get a one hour appointment with our 5th district Congresswoman, Cathy McMorris-Rodgers where we discussed the LightSquared GPS challenge, other WPA subjects and the new Colville airport project at great length. It was a great visit.

—Dave Lucke

Remember SEARS In Your Christmas Shopping This Year

Maybe we could each buy at least one thing at SEARS this year? How does SEARS treat its employees who are called up for military duty? By law, they are required to hold their jobs open and available, but nothing more. Usually, people take a big pay cut and lose benefits as a result of being called up for active duty.

SEARS is voluntarily paying the difference in salaries and maintaining all benefits, including medical insurance and bonus programs, for all called up reservist employees for up to two years.

Please note that SEARS is an exemplary corporate citizen and should be recognized for its contribution.

It is suggested that we all shop at Sears at least once, and be sure to find a manager to tell them why we are there so the company gets the positive reinforcement and feedback it well deserves.

The customer service department at SEARS was contacted to verify this policy. Here is their answer to the email inquiry:

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Bill Thorn

Sears Customer Care

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1-800-349-4358

Please pass this on to all your friends. Sears needs to be recognized for this outstanding contribution and we need to show them as Americans, we do appreciate what they are doing for our military!!!

—Submitted by Dave Lucke, WPA President

Rep. Petri Rebutts LightSquared Ad in Letter to CEO

In a letter to the chairman and CEO of wireless company LightSquared, House Aviation Subcommittee Chairman Tom Petri (R-Wis) sought to set the record straight following the company's ad in the Wall Street Journal. LightSquared, a wireless broadband company, has been mired in controversy because it plans to use a portion of the radio spectrum adjacent to that used by GPS. Opponents say that LightSquared's more powerful signal will disrupt GPS, creating problems for those who rely on GPS, including pilots. "A fully functioning GPS system is critical to ongoing efforts to modernize the nation's air traffic control system" Petri noted. In his letter, Petri gives voice to concerns he has heard that LightSquared's ground-based equipment will cause an unacceptable level of interference. In his letter to LightSquared chairman and CEO Sanjiv Ahuja, Petri noted: "The U.S. Department of Transportation has stated the GPS interference could result in almost 800 aviation fatalities and cost over \$100 billion. Our military operations, search and rescue efforts, and many more activities affecting the safety and well being of the general public could be impacted."

LightSquared has been reported to be working on a technical fix to prevent interference. Petri says that's fine if they can pull it off without causing an

undue burden to GPS users, but in the meantime he contends that the Federal Communications Commission has been far too accommodating in allowing LightSquared to proceed with its plans.

In his letter, Petri objected to LightSquared's ad, which placed the blame for the controversy on the manufacturers of GPS equipment. Petri responded: "This ignores the fact that GPS was located on this part of the spectrum long before LightSquared devised its plan to employ a terrestrial network within the satellite band of radio spectrum".

"In fact, your spectrum was purchased at bargain prices because it was not intended for terrestrial operations." Petri continued. "If it were always intended for such use, it would have been of much higher value. It became high value spectrum when it became clear that LightSquared's business plan was to abuse the ancillary terrestrial authorization and use the spectrum for terrestrial based operations — a radical change to the intended use of spectrum"

"I would suggest that it is LightSquared's use of a part of the spectrum for inappropriate purposes that has led to this dilemma" Petri wrote. "Don't blame GPS, a service that is vital to our national security, aviation safety and efficiency, serves billions of users and the overall public good."

— Dave Lucke, WPA President

LightSquared Threatens Legal Action If System Denied

LightSquared says it will take legal action if the FCC rejects its plan to build a nationwide wireless broadband system in the U.S. that the GPS industry and Department of Defense says will interfere with GPS signals. In its most aggressive move so far, LightSquared wrote a letter to FCC Chairman Julius Genachowski reiterating the company's position that the faulty design and performance of the majority of GPS receivers is responsible for the interference detected in a series of tests earlier this year.

LightSquared then called a news conference to throw down the legal gauntlet. "If it is impossible to get a decision on this that allows us to go forward, I think our way forward is pretty clear, that we then have to insist on our legal rights"

LightSquared VP of Government and Regulatory Affairs Jeff Carlisle is quoted by *Executive Gov* as telling reports. "If you have to be the bad guy, and go out and start insisting on your property line, well, then

that's what we'll do" The FCC has ordered more testing and the results are due Nov. 30.

As *WINGS* has previously reported, Genachowski assured Sen. Chuck Gressley, R-Iowa, the FCC "will not permit LightSquared to provide commercial service until it is clear potential GPS interference concerns have been resolved." In its most recent letter to Genachowski, LightSquared makes it clear it expects the GPS industry to modify its equipment to ensure it doesn't allow signals from outside the frequency ranges assigned to GPS to interfere with their operation. There are about 500 million GPS-reliant devices in use in the U.S. LightSquared has admitted that a small percentage of them, mostly high-performance measuring and timing devices, are legitimately interfered with by its signals and says it hired an engineer to design a cheap and simple fix of those units.

— Dave Lucke, WPA President

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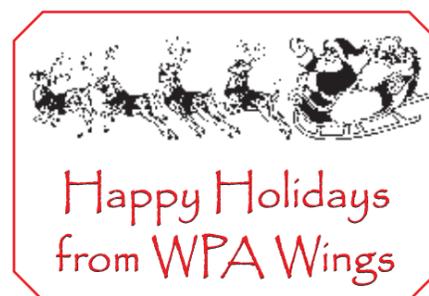
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The WPA reserves the right to edit all letters and to refuse inappropriate advertising. Opinions expressed in *WPA Wings*, including those in letters to the editor and advertisements, are the opinions of the writers and do not necessarily reflect those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

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Ninety-Nines in China

(Continued from page 1)

plan from Santa Fe, NM to Oklahoma City, from checking weather to talking with controllers. Susan dazzled the audience by announcing that between the five of us, we had over 15,000 hours as pilot in command. After her speech, our group was swarmed with people asking questions and taking our pictures. We were surprised to find we were invited to a special private lunch with Mr. Jin Qiansheng, the very revered president of China Aviation Industrial Base, who oversees general aviation in China. There we had a chance for a one-on-one conversation through an interpreter, as Mr. Jin asked questions about U.S. aviation and thanked us for coming.

In July, the Chinese were on a scouting mission at AirVenture in Oshkosh. We met some of the gentlemen who visited the U.S. in July and saw how they had modeled the China International General Aviation Conference 2011 after Oshkosh. There were 316 exhibitors at the conference, including Cessna, Cirrus, CTLs, Remos, and even CubCrafters. China's plans are to open up airspace to a wide variety of general aviation aircraft from light sport to small jets to helicopters. In March of 2011 China Aviation Industrial General Aviation Company acquired 100% of the stock of Cirrus Design Corporation. With plans to fully list on the market within three years, CAIGA intends to build its production base in America by making Cirrus Design Corporation its platform to open a global market in aircraft sales.

With currently 110 general aviation companies and over 61% of them equipping less than five aircraft, China sees a great demand for upgrading and promoting their facilities. According to statistics presented at the conference, there are

960,000 multimillionaires and 60,000 billionaires living in China. In 2011 there were 61 Fortune 500 businesses located in China with expectations for that to increase to 75 by 2012 and 110 by 2014. Two-thirds of the Fortune 500 companies own corporate aircraft. With the large number of wealthy companies and businessmen, there is great potential for the aviation market to thrive. China sees its lack of facilities to accommodate these growing businesses as restrictive to the development of the businesses and the China economy.

Since our return from China in late October, it was announced that in January of 2012 China will open up low altitude airspace below 1,000 meters (3,280 feet) in northeast, central, and south China, as well as six pilot cities—Tangshan, Qingdao, Hangzhou, Ningbo, Kunming, and Xi'an (the city we visited). China is on a fast track and there is great opportunity arising, both for China and the United States, in the development of aviation, training, and supplemental needs.

The Chinese people are poised and ready to enter this new exciting venture. There is high interest. General aviation is such a rarity, that it is typical to have an attendance of 500,000 at an air show. One of the air show acts we saw at Pucheng consisted of two Cessna 172 planes performing a ballet in the sky. As pilots who spend a lot of time around airplanes, we were amused that after the air show, droves of people lined up to have their picture taken standing next to a Cessna 172 or a Citation.

Our Ninety-Nines group was honored to have a part in this conference and to see first-hand the progress being made in the field of aviation. Keep a watchful eye on China. There is a great aviation potential developing.



Pilot's Bill of Rights Reaches Milestone

Members encouraged to ask elected officials to support bill

By AOPA ePublishing staff

A bill for fairer treatment and more access to information during FAA enforcement actions, a reformed appeal process, and advisory boards to help improve the notice to airmen and medical certification systems is gaining momentum on Capitol Hill. Sixty co-sponsors have signed on in support of Sen. James Inhofe's (R-Okla.) Pilot's Bill of Rights (S. 1335).

In addition, Inhofe has been working with Rep. Sam Graves (R-Mo.) to introduce a companion bill in the House of Representatives.

"The support this bill has received, including a majority of the members of the Senate Commerce Committee, is indicative of the commonsense approach to correcting problems faced by General Aviation pilots. We are seeking to give pilots access to evidence that is being used against them while ending the guilty-until-proven-innocent approach that the FAA has taken, improve the Notice To Airmen (NOTAM) system, and correct problems with the pilot medical certification process," said Inhofe.

Graves added, "This is a step in the right direction for protecting the rights of pilots. I look forward to working with Senator Inhofe and my colleagues in the House as we move through the legislative process."

"We still need the Senate to pass this legislation, and we need our members' help in reaching out to Senators who have not signed onto the bill," said Lorraine Howerton, AOPA vice president of legislative affairs.

Inhofe, who has been a pilot for 50 years, discussed the bill and the impetus for introducing it to AOPA President Craig Fuller in this AOPA Live interview at EAA AirVenture 2011 in Oshkosh, Wis.

Last month during a visit on Capitol Hill with the Senate General Aviation Caucus, actor and general aviation pilot Harrison Ford endorsed the Pilot's Bill of Rights, which helped give it some momentum.

The bill would impose new requirements for the FAA to disclose to a pilot, who is targeted in an enforcement action, the reason for the investigation, and to inform the pilot that there would be no penalty for declining to respond. All investigative reports, air traffic control recordings, or other relevant information would be provided to the pilot 30 days before enforcement action could proceed.

Inhofe is also seeking to clarify what he calls the "statutory deference" that the National Transportation Safety Board (NTSB) affords the FAA when reviewing FAA enforcement cases. He criticized evidence that he said statistically demonstrates the NTSB's rubber stamping of FAA decisions. Addressing that concern, his bill would allow pilots the additional remedy of pursuing appeals in federal district court.

Advisory panels created by the legislation would seek a solution for a system requiring pilots to have all notams for a flight while being dependent on a notam system that does not post all notams, and address troubled medical certification processes.

Get your senator to support Pilot's Bill of Rights

Here's a list of the current co-sponsors for the Pilot's Bill of Rights. If your senators are not listed, please contact their offices to urge them to support S. 1335.

- Daniel Akaka (D-Hawaii)
- Lamar Alexander (R-Tenn.)
- Kelly Ayotte (R-N.H.)
- John Barrasso (R-Wyo.)
- Mark Begich (D-Alaska)
- Roy Blunt (R-Mo.)
- John Boozman (R-Ark.)
- Richard Burr (R-N.C.)
- Thomas Carper (D-Del.)
- Saxby Chambliss (R-Ga.)
- Daniel Coats (R-Ind.)
- Tom Coburn (R-Okla.)
- Thad Cochran (R-Miss.)
- Susan Collins (R-Maine)
- Bob Corker (R-Tenn.)
- John Cornyn (R-Texas)
- Mike Crapo (R-Idaho)
- Jim DeMint (R-S.C.)
- Michael Enzi (R-Wyo.)
- Kirsten Gillibrand (D-N.Y.)
- Lindsey Graham (R-S.C.)
- Charles Grassley (R-Iowa)
- Kay Hagan (D-N.C.)
- Tom Harkin (D-Iowa)
- Orrin Hatch (R-Utah)
- Dean Heller (R-Nev.)
- John Hoeven (R-N.D.)
- Daniel Inouye (D-Hawaii)
- Johnny Isakson (R-Ga.)
- Mike Johanns (R-Neb.)
- Ron Johnson (R-Wis.)
- Mark Kirk (R-Ill.)
- Mary Landrieu (D-La.)
- Frank Lautenberg (D-N.J.)
- Mike Lee (R-Utah)
- Richard Lugar (R-Ind.)
- Joe Manchin (D-W.Va.)
- Jeff Merkley (D-Ore.)
- Jerry Moran (R-Kan.)
- Lisa Murkowski (R-Alaska)
- Bill Nelson (D-Fla.)
- Benjamin Nelson (D-Neb.)
- Rand Paul (R-Ky.)
- Rob Portman (R-Ohio)
- Mark Pryor (D-Ark.)
- James Risch (R-Idaho)
- Pat Roberts (R-Kan.)
- Marco Rubio (R-Fla.)
- Jeff Sessions (R-Ala.)
- Richard Shelby (R-Ala.)
- Olympia Snowe (R-Maine)
- Debbie Stabenow (D-Mich.)
- Jon Tester (D-Mont.)
- John Thune (R-S.D.)
- Pat Toomey (R-Pa.)
- Mark Udall (D-Colo.)
- David Vitter (R-La.)
- Mark Warner (D-Va.)
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WPA Chapters Around the State

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

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

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

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

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

GREEN RIVER - The Green River chapter meets for dinner and a program at 6:30 on the third Friday of every other month (February, April, June, August, October and a special Christmas Dinner in December) at Trotter's Restaurant, 825 Harvey Road, Auburn, WA 98002. Meeting program information and upcoming special events can always be found at wpaflys.org under the Green River Chapter tab. *For more information contact Chapter President Leo Dondlinger, Leodon1@skynetbb.com or call him at 360-825-3278*

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

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

OKANOGAN & FERRY COUNTY - The Okanogan & Ferry County chapter meets on the third Thursday of the month

alternating between Omak and Tonasket. We go dark for the summer after a fly-in at the Twisp Airport on May 22. We start up again in September. *To confirm meeting details, contact Lee Orr at 509-486-4502.* Anyone in the Twisp area on Friday night is encouraged to come by the airport. Pilots gather every Friday night. Contact Bob Hoffman for more information - 509-997-8141.

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

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

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

SOUTHWEST/VANCOUVER - The Southwest/Vancouver chapter has the following meetings scheduled for 2010:

4th Thursday in May and September at 7:00pm and Sunday Brunch on December 4. Meetings are held at the Dollars Corner Fire Station. *For more information, contact Bob Brown at 360-607-5060.*

SPOKANE - Meetings of the Spokane Chapter are usually held on the third Wednesday of each month over dinner at Longhorn Barbecue on Argonne, beginning at 6:00 pm. Meeting program information and upcoming special events can always be found on the WPA webpage under the Spokane Chapter tab. *For more information, contact Chapter President Tom Morris, tmorris@comcast.net or call 509-924-5544.*

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

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

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the first Thursday of the month. *For meeting*

Surprise Veteran's Day Lunch with Dick Rutan

By Marian Heale

On Veteran's Day, November 11, 2011, The Bird Aviation Museum and Invention Center hosted a "Sprit of Freedom" celebration featuring keynote speaker Dick Rutan.

Dr. Forrest Bird and his wife Pam have created a wonderful air and inventors' museum near Sagle, Idaho, right across Lake Pond 'Oreille from Sandpoint. Several times a year they open their doors and private airstrip to those who want to attend a variety of festivities and visit the museums. Such was the case on Veteran's Day.

Dr. Bird, an inventor and biomedical engineer, is best known for creating some of the first reliable mass-produced mechanical ventilators for acute and chronic cardiopulmonary care. He also became a pilot at an early age due to the encouragement of his father, a WWI pilot, and from meeting Orville Wright. Dr. Bird performed his first solo flight at age 14. By 16 he was working to obtain several pilot certifications.

Being aware that Dick's brother Burt and Burt's wife Tanya recently moved to

the Coeur d'Alene area, several members of Spokane's EAA and WPA chapters wanted to attend the celebration hoping to catch a glimpse of one or maybe both the famous brothers.

Jack Hohner, Mike Krebs and I piled into Jack's C-172 for the 40-minute flight from Felts Field in Spokane to the Bird complex. We arrived just before 11:00, hoping that the promised "Big Surprise" at 11:11am might be Dick Rutan's brother Burt. Right at 11:11 two A-10s flew very low over the complex, and while seeing Burt would have been cool, the A-10s were also pretty special. We were too far back in the crowd to hear what Dick Rutan and Brigadier General William H. Shawver, Jr. had to say, but we decided we were glad we had made the trip and went to stand in line for a hamburger lunch.

Along the way, we met up with long-time friends Loel and Olson Fenwick who are both pilots, live on Priest Lake, and own an impressive array of amphibian aircraft. Loel is also an inventor, and he and Olson are personal friends of the Rutans.

We all got in line for hamburgers and continued to catch-up on each other's lives and what we had been doing over the past few months. When we had our meals, we all looked for somewhere warm to sit down, eat, and continue our conversation.

Luck was with us, and we located a perfect room behind the museum that had all the requirements of available seating and warmth. As we began eating, a lady Olson had been talking to came in and said, "Hay, this is perfect, maybe I should go get Dick". "Who was that?", I asked Olson. "Tanya Rutan, Burt's wife", she replied, "Tanya is

showing Dick around the area today." We couldn't believe it - could we actually be lucky enough to sit with Dick and Tanya Rutan for lunch?

To sum up a particularly unlikely but amazing story, yes we were. Tanya went and got Dick who, over hamburgers, relayed wonderful stories about the exploits of the Misty group of aviators he was a member of during the Viet Nam War, and stories of the Voyager's trip around the world.

Don't you just love living in the Northwest? Don't you love it more since Burt Rutan came to town?



Tanya Rutan, Dick Rutan, Olson Fenwick, Jack Hohner and Marian Heale discuss the flight of Voyager.

Recreational Aviation Foundation Names Executive Director

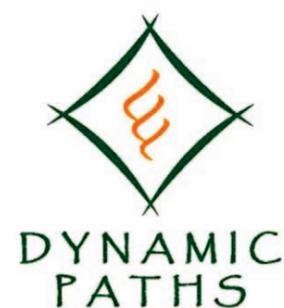
Washington pilot Carl Hicks has been appointed as the executive director of the Recreational Aviation Foundation (RAF). Hicks is a retired U.S. Army Airborne officer who will bring his successes in business and lobbying on Capitol Hill to the organization to help protect recreational aviation and backcountry strips, the RAF said in a new release.

"The work of the RAF is important to all of us, and the selection of Carl Hicks is just the latest impressive step by this vital organization. I've been pleased to get to know Carl during his visits to the nation's Capital as well as during a camp out at Ryan's Field just outside Glacier National Park," said AOPA President Craig Fuller. "All of us at AOPA look forward to working with Carl and our many good friends at the RAF as we fight to protect the freedom and ability to fly into America's backcountry airstrips."

Hicks, a Cessna 180A owner, is an AOPA member. According to the RAF, he also is a member of the International Cessna 180-185 Club and the Experimental Aircraft Association and has flown hundreds of Young Eagles flights in his aircraft.

Upon the announcement of his appointment to the RAF, Hicks related one of his early flying memories and the importance of protecting small airstrips. "One of my fondest memories in aviation was that of taking a date for a picnic before the ink was dry on my private ticket to a beautiful little grass strip alongside Pleasant Hill Reservoir near my hometown of Mansfield, Ohio," Hicks explained. "It was a state-owned strip that now sadly, like so many others, has vanished forever from the charts."

"The Recreational Aviation Foundation exists solely to prevent this from occurring in the future, preserving, maintaining and creating safe recreational airfields, and providing recreational opportunities for generations to come. I am deeply honored to be selected and am deeply committed to this endeavor."



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Drivers License and Education to Take Place of Pilots License

By J. Mac McClellan

The petition by EAA and AOPA to allow required medical education to replace the third-class medical for recreational flying is the first proposal that I think actually can improve safety and be approved by the FAA.

The petition asks the FAA to allow pilots to fly fixed-gear single-engine airplanes of 180 hp or less under daylight VFR using a driver's license as an alternative to the FAA third-class medical. The airplane could have four seats, but pilots opting for the driver's license option would be restricted to carrying a single passenger.

This type of petition has been made many times by various groups and even individuals in the past with no success. What's different this time is that pilots using the driver's license would be required to complete an online aeromedical awareness training course, including a test to be sure they correctly and completely absorbed the information.

Previous petitions for relief from the third-class medical have pleaded that the medical certification process does not do good and adds nothing to safety. But that is not exactly true. The airman's medical certification system as it exists now has many problems, but the fact is pilots need to be aware of how a variety of health issues can affect their flying safety. It is that information and education on how health problems can impact flying safety that is missing from the present medical certification process.

Under the present system we pilots tell the aviation medical examiner (AME) about our health and medical visits and procedures over the past few years. The AME then compares that information to what the FAA allows and a medical certificate is issued, or not. The certification system is neither predictive nor preventative. If we don't tell the AME honestly about our health there is very little in the exam that could uncover a problem. And during the two years – or longer for younger pilots – the medical certificate is valid each and every one of us pilots determines before each flight if our health that day is up to par.

So we self-certify for 729 days that we are fit to fly, and then on that 730th day we ask the AME if we are. How much better and safer a system we can have if we pilots are trained in what medical issues to watch out for, and how to deal with them, and that's what the petition proposes.

For example, I know that flying with a cold, or after taking some cold remedies, can compromise safety. But do I know exactly why that may be true, and which symptoms and medications to watch out for? No. But I would learn that under the required training.

There is an entire range of medical and health issues that affect our daily activities, and through the training we can learn how those issues may also have specific flying effects, if any. The pilot choosing to fly recreationally with a driver's license if the petition is approved will have much more useful information about how health can affect safety than the pilot who simply goes

through the motions to get an FAA medical certificate.

The bottom line is that we can't just say the FAA medical certification system doesn't work so let's throw it out. What we must provide is an alternative that will work better, and that's what the petition does.

I've heard from many pilots who want to see the required medical certificate for all personal flying under FAR 91 in any propeller airplane go away, but at this point that is not realistic. To make substantial changes in long-standing rules the FAA needs data to show that the new rule is better and safer than the one it replaces.

We have collected at least six years worth of data in LSA flying where pilots can use a driver's license instead of an FAA medical and there has not been a single medical incapacitation-caused accident. It's a good start. And the recreational flying petition, if it is approved, will collect safety data much more quickly because so many more airplanes and pilots qualify under the petition.

The pilot choosing to fly recreationally with a driver's license if the petition is approved will have much more useful information about how health can affect safety than the pilot who simply goes through the motions to get an FAA medical certificate.

More than half of all piston singles have engines with 180 hp or less, and though I don't have hard numbers, I believe the majority of homebuilt airplanes also would qualify with fixed gear and the 180-hp or



less engine. That means that as soon as the petition is approved 60,000 or more airplanes will be instantly available to be flown by pilots with a driver's license.

Bottom line, this is a petition to make the pilot medical certification system more effective and safer, not a petition to eliminate all medical standards. If there is one thing we have learned in aviation over the decades, it is that it is always safer to train a pilot on what to do rather than just say, "Don't do that." The current medical system just says "don't," but the petition will teach pilots what to do about their health and flying.

The full petition will be filed with the FAA early next year when details of the medical training course have been established. After the petition is in the system there will be a comment period and that's when we need to make our thoughtful and constructive comments to the FAA. We at EAA will keep you posted on progress of the petition, and when and how to make your comments.

The Return of "Raincheck"

by Geoff Scott

Recently Spokane area ops, pilots, and airline people jumped at a chance to tour behind-the-scenes at Geiger Field's recently dedicated Ray Daves Control Tower; 300 feet tall with the best view of the Inland Northwest other than hiking Tower Mountain. For one thing, this tower height often presents its own unique challenges recording weather observation data. While they may be "VFR up top" on the 29th level, often (especially the clear and cool nights of Fall and winter) low clouds and fog down below leave the big tails of the commercial jets "looking like shark fins," one controller said.

We had a great time and learned a TON. Educated by supervisors, controllers, ATC/ARTCC/NOPs/TRACON and more, every question from our very curious group was answered. Yes, they can get to a bathroom if needed without running down the 594 steps (the elevator was broken the night we were there) to the main building. Yes, it is dark in the ARTCC room where they will talk to you out of Missoula, as clearly as if you were just enjoying the view over Mt Spokane. Yes, they want you use Spokane's Charlie Airspace and ATC services—even if just transitioning. Yes, they are real people with real lives and some even have airplanes and fly themselves, and (the reason we were there) they can help you and are there to assist you. We even learned when approaching from the South on a clear night they can see you from around Rosalia, but ironically enough, they CAN'T see you taxiing out onto the numbers of RWY25 unless they stand up and lean over to look directly down! Yes, the tower really is that tall.

First up was Tim Lett, acting Front Line Supervisor of Spokane FSDO. Lett got the panel rolling on the topic of runway incursion. Who knew there are 10-30 incursions reported a day? Statistically, GA accounts for 76% of those numbers. A question was posed to the group "what can we do (as pilots) to improve these numbers?" (Just while speaking to FSDO to

confirm the information in this article, there had been three airliners and six GA incursions nationwide... plus a pedestrian "just walking on the runway" at Troutdale.) We watched a short animation (Tenerife) then a pause to stomach those facts (plus some delicious homemade cookies and muffins). Most of us were ready to ask for progressive instructions

just to walk out to the bathroom after that. The tower is testing out a new enhanced ground-target system like we've seen in other larger metros. Now the controllers have TWO radar screens they are looking at besides screens with flight/weather/aircraft data depictions, in an effort to reduce those numbers. And yes, those old-fashioned flight data strips, too.

1979 funding cuts stopped Raincheck. Set then to be reinstated in 2000, the twin towers attack occurred, and Raincheck was shelved once again until just this year. "Now we understand the importance of contact with our aviation community," Michelle Skomars, manager of Spokane ATCT/TRACON, WA told us. "We want you all to know we are real people and pilots ourselves up here, to help you and most importantly we want to serve you. Raincheck put a face on YOU, whom we talk to everyday, and YOU to be able to put a face on US. And now with budgetary cutbacks in effect we risk losing staff and possibly sector 8 status if we don't see a return to pre-economic slowdown conditions... we NEED you to use us. Even if that is just a radio check, requesting flight following, transitioning or traffic advisory, that first point of contact 'counts'."

"It's as easy as the 4 W's," Lett explains. "Who are you, Where are you and What do you want? Very simple. One need not feel intimidated using our area's very accommodating and professional traffic services."

NOPs taught how sectors are devised, designed, blocked and implemented. Then off to the very dark, quiet and secretive ARTCC Center. These unseen controllers keep the commercial traffic above the NW moving and spaced. Michelle adds, "If you're going to do this job you have to learn how to say 'good day' and 'contact (the next) center.' It's normally just a constant hand-off of airliners, commercial, and lifeguard flights in all levels of flight following." ED: But it's more than just that, THESE SPECIALISTS stay steps ahead of your flight, coordinating flights with other sector, keeping our flight level in the clear, around known weather and traffic, for example. Assisting with special ops and emergencies, that's when all the training skills come into play and these stars can really shine down in the 'dark room'.

The real day-to-day for our controllers is in "separation services" provided when the several air carriers tend to arrive at once. In the SIMFAST Training Center we were allowed some hands-on BE the controller experience; given six targets all converging on our simulated airport at once. Two of us coordinated east & west arrivals to RWY21. Thankfully for our pretend SimFast virtual passengers there were no conflicts, go-around, or holding delays, and everyone made it to their digital gates on time.

Dave Jennings, the creator of the digital Spokane airspace, played a computer replay of one particular dark and stormy night at weather minimums in the NOPs room. It's like a professional skating routine the way they get all those planes to hold, circle, climb and descend into weather-windows unseen (there are no cloud depictions on radar). This NOPs is an important room right now because of a recent upgrade to GEG (they will be soon offering at least two new R-NAV approaches) and other future airline plates that may make it so that at a certain point the airline pilots will simply pull back to idle and teardrop directly into GEG without any additional power to final! Mitch Rolland, Superintendent at ARTCC: "How's our IFR? Well, there are times, 5:15 -5:30 and maybe around 6:15, when we may not be able to get you in for a practice ILS in your ultra-lite... but you're certainly welcome to try!" All kidding aside, ATC wants you to know they WANT YOU to use the airspace. The message: don't be afraid or intimidated by your local controllers, they are there for you!

OPERATION RAINCHECK schedule dates are available through your FAAST event search engine (www.faasafety.gov). At the time of this writing there were plans for another Spokane tour in January, and Seattle still had one date for Tacoma. But space IS very limited, so if you get the chance, take the mystery out of that voice beyond the static and maybe even pick yourself up a few WINGS credits along the way.

Additional phototour: www.AV8News.net



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Out of your comfort zone? Don't yank on the yoke

By Dave Hirschman

The main goal of unusual-attitude training is breaking the deeply ingrained and nearly universal "panic pull" reflex that causes pilots to haul back on the stick or yoke when bank angles exceed their comfort levels.

A multiyear study by Aviation Performance Solutions LLC (APS), an Arizona firm that offers a range of upset recovery courses, found that the pull reflex is especially strong—and particularly perilous—at low altitudes, and it afflicts new pilots as well as seasoned pros.

"An alarming 90 percent of pilots

without previous upset recovery experience 'pull' when faced with an overbank situation beyond 90 degrees," according to an APS report. "A full nine out of 10 pilots, regardless of experience level, will most likely pull into the ground in a wake-turbulence upset or cross-controlled stall when faced with the situation for the first time."

The reason for the reflex is easy to understand. From the very beginning of general aviation flight training, pilots learn to equate pulling on the stick/yoke with climbing—and for almost all of our time aloft, that remains true. Most GA pilots seldom venture beyond 60 degrees of

bank or 30 degrees of pitch. And although corporate and airline pilots can be expected to log tens of thousands of flight hours during their careers, they strive to keep their aircraft in even narrower limits.

Simulator training has proven tremendously effective at realistically re-creating a wide variety of scenarios, especially in-flight emergencies. But even full-motion simulators can't faithfully reproduce the strenuous and sometimes disorienting sensations of flying through the full 360 degrees of pitch and roll, accelerated stalls, and spins. Only flying through the full spectrum of flight attitudes, airspeeds, and angles of attack can do that.

The NTSB recommends that air carriers and commercial operators "provide their flight crews with training in the recognition of the recovery from unusual attitudes and aircraft upsets." Eclipse Aviation went so far as to make unusual-attitude training a requirement for completion of the EA500 type-rating course.

A variety of U.S. flight schools currently offer unusual-attitude training in Aerobatic-category aircraft ranging from vintage clipped-wing Piper Cubs to unlimited Extras and warbirds such as the North American AT-6 and the L-39 jet. Some of the courses are designed to appeal to individual GA pilots, and others are tailored to corporate flight departments or ab initio airline training programs. All of them concentrate on overcoming the deeply ingrained pull reflex. "All of their instincts tell them to pull, and that reaction is very strong and almost universal," said Lee Lauderback, founder of Stallion 51, a Florida firm that conducts unusual-attitude training in a dual-control P-51 Mustang and is preparing to launch a separate company, UAT, for unusual-attitude training for corporate pilots using an L-39 jet. "To be effective, the training has to take place in an airplane that's similar in performance to the airplanes the pilots fly on a regular basis—and strong enough that they won't pull the wings off it."

When pilots undergoing unusual-attitude training make mistakes, such as pulling on the stick/yoke at bank angles beyond 90 degrees, Aerobatic-capable airplanes such as the P-51 or L-39 flying at safe altitudes allow pilots to experience the consequences, Lauderback said. "It makes a lasting impression when they lose 8,000 feet and pull out of a botched maneuver at 350 knots," Lauderback said. "That's a teachable moment, and in the future they'll be a lot less likely to make the same mistake again."

Rich Stowell, a Master CFI of aerobatics who teaches in Santa Paula, California, and wrote the book *Emergency Maneuver Training*, takes students through the full range of in-flight upsets in a Pitts S-2B or 8KCAB Super Decathlon, but also emphasizes prevention.

"Unusual-attitude recovery is conceptually simple," Stowell said. "It's either a spin recovery or a roll recovery. But the key is to recognize and avoid situations that can lead to one of these two unusual attitudes in the first place. Prevention is



always preferable to cure, especially when most stall/spins—as well as wake turbulence encounters—occur close to the ground."

Stowell developed the PARE spin recovery method (Power idle; Ailerons neutral; Rudder opposite rotation; and Elevator forward). For spiral or over banked recoveries, he teaches Power (nose up/power up; nose down/power down); Push (reduces the angle of attack and checks the panic pull); and Roll (using coordinated aileron and rudder).

APS also uses the PARE technique for spin recoveries but offers its own mantra (Push, Power, Rudder, Roll, Climb) for rolling upsets. Push reduces the angle of attack; Power corrects airspeed; Rudder (neutral); Roll (wings level), and Climb.

"Primary training only addresses slightly more than 11 percent of the all-attitude environment," said Paul "B.J." Ransbury, a former Canadian military pilot and APS founder, whose company uses Extra 300L aircraft for unusual-attitude training. "The easiest part of upset training is imparting the motor skills. The most challenging aspect is developing a pilot's mental discipline to apply counterintuitive strategies in a time-critical situation that's likely to be life threatening."

In addition to these techniques, those who provide unusual-attitude training have developed some of their own common-sense procedures.

Joey "Gordo" Sanders, an air racer and former U.S. Air Force fighter pilot (www.sandersaviation.com), urges pilots to use their sense of hearing for strong hints about the airplane's attitude. Increasing wind noise—and rpm, in airplanes with fixed-pitch props—is a good hint that the nose is down and airspeed is increasing, he said.

"Lots of our senses can be tricked while flying," Sanders said. "But pilots can learn a lot simply by listening to what's going on around them."

Bill Finagin, a veteran aerobatic performer and instructor in Annapolis, Maryland (Dent Air Ltd.), teaches pilots a method reminiscent of the Hippocratic Oath's admonition to "do no harm." Finagin starts by immediately and affirmatively neutralizing the controls, so at least the pilot isn't aggravating the situation while trying to solve it.

Flight schools that specialize in unusual-attitude training say that it takes multiple flights for the methods they teach to take hold. APS, for example, found that four or five training flights of one hour (or less) each over three days produced the best results.

Stowell recommends about the same number, with a maximum of two unusual-attitude flights a day.

Exposure to extreme pitch and bank angles allows pilots to eliminate the panic response. Familiarity with the sights, sounds, and sensations of unusual attitudes aids in their recognition. Once pilots recognize the flight condition, finding the shortest way to bring the airplane back to normal flight is a relatively straightforward matter.

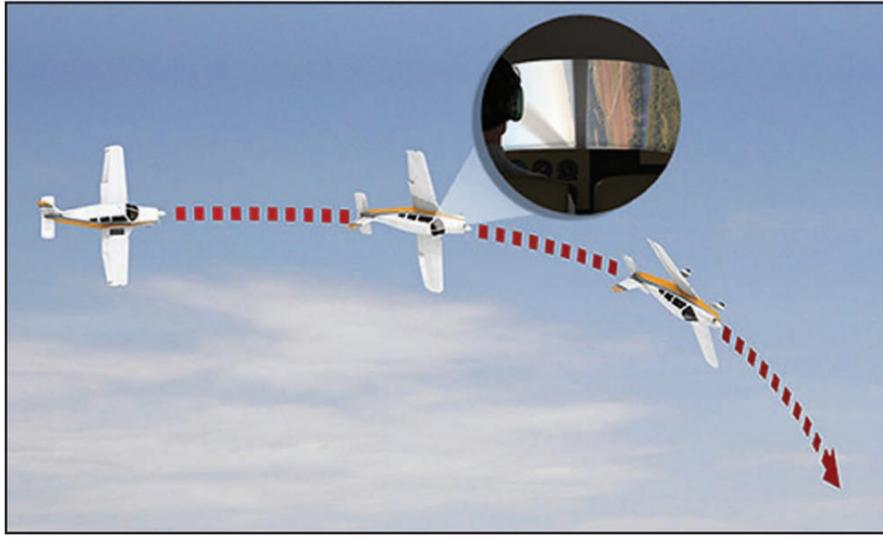
Once the panic pull is successfully suppressed, APS and other schools recommend that pilots keep their new habits sharp through regular practice, or an annual refresher course at a minimum.

Attitude isn't everything

I was practicing for an aerobatic contest in an underpowered biplane, and my loops were consistently and frustratingly egg-shaped.

To make them round, I'd have to tighten them, and that meant pulling sooner and harder on each maneuver. From level flight

(continued on page 8)



Vista Field Status as of November 27, 2011

Earlier this summer the Port of Kennewick, owner of Kennewick's Vista Field (S98), published requests for proposals for an entity to both operate an FBO and manage the airport. The Port wanted someone who would take care of everything about the airport, including plowing the field, tending the weeds, mowing the grass and changing runway light bulbs. There was even talk of setting up a separate Airport Advisory Board to further distance day-to-day operations of S98 from The Port.

Three proposals were received. Two were from airport management operations back east, one of which had just been formed and hadn't actually managed an airport yet. Both of these were full of boilerplate and did not fully address The Port's mandatory and optional points.

The third was from Dr. Michael Shannon, a local dentist, who has a number of other businesses, flies a C-182 out of S98 and has his own hangar there. Mike's proposal was brief but said he would do everything The Port had asked for, and more, to enhance the field as a flying destination.

At the Port of Kennewick meeting on September 27, Mike made a brief presentation, stating that he wanted to make Vista a viable destination airport. This would require infrastructure supplied by

The Port and private investment to build new hangars and aviation-related businesses at the field. He said he is already talking to subcontractors and individuals to provide the desired services.

The Commissioners unanimously agreed to write the other proposal submitters rejection letters and to begin detailed discussions with Mike to formulate a contract. It is planned to have the contract in place by the end of November and for operations to begin by the first of the year.

The Friends of Vista Field, a group of local pilots who banded together to work to get Vista off the chopping block, will be working with The Port and Mike Shannon to make this successful.

Vista Field is unique in the area. It is centrally located in the Tri-Cities as opposed to Tri-Cities (PSC) and Richland (RLD) airports, which are on the edge of the Tri-Cities. Entertainment, shopping dining and lodging are within walking distance from the field.

According to Dr. Shannon, the location makes Vista Field "a gem that just needs to be polished". The Friends of Vista Field thank him for stepping forward with his proposal and wish him success with this new venture.

—Marjy Leggett, WPA Secretary

Washington State seaplane enthusiast Doug Tomczak can now dock a seaplane at his Lake Whatcom property

Seattle, Washington - November 8, 2011 - His initial application for a seaplane dock was approved by the local county planning department with some conditions, but because of a concern about the possible spread of invasive species, the Washington Department of Ecology denied the Permit claiming it did not go far enough to avoid introducing Zebra or Quagga Mussels into Lake Whatcom.

Frustrated with the denial, Mr. Tomczak contacted the Washington Seaplane Pilots Association (WSPA) for help. The original conditions for the permit were modeled on the 100th Meridian Initiative "Don't Move a Mussel—Seaplanes" video, which features three WSPA Pilots and their Seaplanes demonstrating industry accepted practices for preventing spread of invasive species.

Concerned that this might set a precedent for future seaplane dock applications in Washington State, the Association decided it needed to appeal the decision and rallied their members for help.

Local seaplane pilot and attorney, Ken Berger, agreed to donate his time to represent Mr. Tomczak and WSPA intervened in the appeal with initial help from the Foster

Pepper law firm and then later help from the Pacific Legal Foundation, a public interest legal organization who represented WSPA with no charge for legal fees.

As word within the Washington Seaplane Pilots Association spread regarding the appeal, support came in from members and seaplane pilots across the country. The Association directors contacted expert witnesses regarding invasive species and what procedures could be standardized to minimize the spread but still allow new Seaplane docks. The Recreational Aviation Foundation (RAF) gave input on how to work with government agencies.

Not only did WSPA's members generously contribute financially to this effort, but WSPA also received a sizable contribution from the national Seaplane Pilots Association (SPA) with a matching contribution from the Seaplane Pilots Foundation.

Prior to going to a full hearing before the Shorelines Hearings Board, there was an opportunity to try to mediate a solution. During the mediation it became clear that the Washington State Department of Ecology wanted to seek a workable and

agreeable solution. With the inclusion of some additional conditions, a deal was struck, and Mr. Tomczak had his permit.

"This has truly been a team effort and has involved many of our members as well as outside experts and all of our board members," said WSPA President Stephen Ratzlaff in an email to supporters. WSPA board member and past president Bruce Hinds as well as WSPA VP and board member Greg Corrado, were instrumental in initiating this effort and securing its overall success. "With a victory in this case we now have a template for how to minimize the future spread of invasive species by seaplanes and a much better working relationship with the governing agencies here in Washington State," according to Mr. Corrado.

The Washington Seaplane Pilots Association is dedicated to maintaining access for seaplanes and floatplanes to Washington's waterways.

Contact:
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Flight to El Paso for Mike White's Irvin HS 50th Reunion, October 2011 (Flying in Cessna Cardinal C-177B, N18694)

Saturday, Oct. 8: After several days of not so good weather, Saturday was a good day. We decide to launch instead of waiting for the planned Monday, which wasn't predicted to be so good. Kathy and I flew in clear skies at 9500 to Mountain Home Municipal for fuel. Heading south, we encountered scattered clouds mostly above our 9500 cruising altitude, but had to dodge a few clouds. We landed at Ely, Nevada. The plan was to make this a fuel stop and go on to Cedar City, Utah, but because we got off late in the morning and we were two days ahead of schedule, we stayed in Ely overnight.

In the morning it was chilly and clear, and the plane was frosted up. It was facing east so I turned it around so it faced west so the sun would have a better angle to defrost the top of the plane. We took off and headed S.W. for an over flight of the Grand Canyon. After flying for a while, Kathy pointed out that we should be heading more east from, not south along highway 93. After first believing that we were OK because I was following my GPS-programmed course, then, at her insistence, I realized that I had mis-programmed a user waypoint, New Harmony, UT,



by one degree west in my GPS. After figuring out which way to head, we made our way to the North Rim by way of the St. George, UT area and finally got back on my intended course at Colorado City, AZ.

After climbing to 10,500, we made a southbound transition of the Canyon along the Dragon Corridor. Even though I had slowed down to about 100 knots, it was all over in about four minutes. Kathy took lots of pictures and said she enjoyed it. We landed at Grand

Canyon airport and checked into the Red Feather hotel at nearby Tusayan. We called for a Xanterra "taxi" and got a ride to the South Rim. From there, we rode the free Park shuttle busses for a tour of The Rim as far west as Hermit's Rest. It was getting cool as the sun was beginning to set so we called for another Xanterra taxi to take us back to the Red Feather.

Our driver was an inactive pilot. He said he had heard that the Coronado Room at the Best Western Squire hotel was a good place to eat. He dropped us off there and I promised him a Pilot Report on it. The Coronado Room was nice, the waiter spoke French to people at the adjacent table and admonished the busboy not to clank the dishes so loudly. However, Kathy's Prime Rib was not outstanding. As promised, I called in a Pilot Report to our driver indicating this.

Next morning, we took off for about a 100 nautical mile flight for Kayenta, AZ, using runway 21. Good, because the terrain does not rise as fast from 21 as it does from 3, an important consideration for a high density-altitude takeoff. On the way to Kayenta, we saw Mr. Peabody's strip mine and electric railroad that hauls the coal to the power plant near Page, AZ.

Kayenta is sort of the capitol of Monument Valley, at least is the biggest MV tourist hub. In 2003, I had flown into Kayenta and the, then, Holliday Inn, had no problem driving less than a mile out to pick us up. The, now, MV Inn, said they had no policy to pick up or drop off people from or to the airport. So, I had made arrangements with the Wetherill Inn, a few miles away. They sent their maintenance man in the maintenance pickup truck. No problem, it was a ride!

At check-in, we registered for a ground tour of MV, next day. The desk lady said that Bill Crawley, an Englishman, was the original Monument Valley tour operator. Then we lunched at the Golden Sands Café, right behind the Inn. This place is Navaho-owned and I really wanted a Navaho Taco, made on Fry Bread. We were told they had no chili beans to make the taco because the family had taken the chili stockpile to Shiprock, NM for a Navaho fair. I had to wait another day for my Navaho Taco.

Monday morning we met our tour guide, Cooter Crawley, Bill's Son, at the motel. We were the only two for the tour. Cooter said his dad had named him after a country-western singer. The tour, in an older "Cowboy Edition" Ford Ranger, was great! We took lots of pictures. We told Cooter about the chili bean shortage and my desire to learn how to make fry bread and Navaho Tacos. He said his family ran the Golden Sands and verified the chili bean shortage. He said we needed Blue Bird flour to make the bread but was unsure of the recipe. He took us to an ATM so we could get cash to pay for the tour and then to Bashas supermarket where we would get the flour. He led us to the Blue Bird department and pointed out the 20 and 50 pound sacks. I had envisioned a 1 pound bag, but had to settle for a not-so-weight-and-balance inhibiting five-pounder.

Cooter said he had never been in an airplane so I offered him a ride. After lunch, Cooter, Bill, Kathy and I rode to the airstrip in the Ford Ranger. I gave him a 20 minute flight north, around El Capitan rock north of Kayenta. He really enjoyed it. Like I tell all my Young Eagles, I said, "You can learn to fly!"

Tuesday morning we took off and initially headed north for The Valley. My first waypoint was Monument Valley Airport. This airstrip is one way (south) in and the other way (north) out because of rising terrain immediately to the south and then, a 1000-foot cliff. This strip belongs to Goulding's Lodge and was my fallback in case I could get no other transportation to and from motels. We then flew east over The Valley and then SE toward our planned fuel stop, Gallup, NM via Chinle, AZ and Window Rock, AZ. Because of a good tailwind, I decided to fly on to Grants, NM, where we had already to over-night.

The FBO at Grants, Desert Aviation, bills itself as, "The most spoiled FBO" and the local pilots as, "The most spoiled pilots". We rented a car from an Enterprise/U-Haul/car upholstery/detailing facility and, after lunch, headed for the Acoma Pueblo, about 30 miles S.E. We arrived just before



the last tour of the day. This pueblo is very exotic, located on top of a sheer-walled mesa. I recommend touring Acoma!

Driving back to Grants, we were looking for a suitable hotel. One place, billed as, "Historic Route 66 Motel", turned out to be filthy and odoriferous. We settled on the Golden Sands West and were given the "Elvis Room" where The King had purportedly stayed. There was a copy of one of his marriage certificates framed on the wall. Who can argue?

Thursday morning, we returned the car and got a ride to the airport. On the way S.E. toward El Paso, we over-flew Acoma and took more pictures. Approaching ELP, we were first directed to runway 22 but then were offered 8L, which we accepted. After a somewhat long taxi ride to Cutter FBO we deplaned and picked up a rental car, a Dodge Charger with a fob instead of a key. We had to read the book to learn how to start it! We just wanted to rent a car, not learn a new technology!

After checking into the designated reunion Headquarters, The El Paso Marriott, we drove up to NE El Paso to check out my old neighborhoods. We found and photographed my old house at 3401 Titanic and Irvin High School.

Friday morning, we finalizing our registration for the reunion, headed up by my classmate, Bryson McCool. There was an informal dinner in the hotel that evening.

Saturday, 15 October, we had a tour of Irvin H.S., much expanded since my '61 graduation year, two years after opening. We found that although the demographics had changed significantly since our time, the academics were still high class. That afternoon, Kathy and I drove to and rode the El Paso Aerial Tramway to Ranger Peak at 5632 MSL, part of the Franklin Mountain range that bisects El Paso. The view was spectacular, seeing Texas, New Mexico and Chihuahua, and we were able to take some pictures of ELP which we missed on landing.

Sunday was an informal breakfast. We drove to Cutter, loaded the plane and took off, on runway 8L and headed west along V16, 66 and 198 which runs about two miles north of the US-Mexico border. The border is very obvious with roads, fences or the less-than-effective walls extending only a few miles east or west of some of the border towns.

My plan was to check out a lot, which I had inherited from my mom, at Sunizona, about 30 mi. S. of Willcox, AZ. I had called several airports in the Douglas, Bisbee, Willcox area and none had any cars available. I called and found that Dollar had cars at Sierra Vista/Ft. Huachuca, a bit more to the west and would be open on Sunday. So, FUH was our destination airport.

KFUH is primarily an Army airfield but the tower and most Military Operation Areas and Restricted areas are closed on the weekends when the tower is closed. Thus, I was able to fly straight in over these areas, no problem. There was lots of GA traffic. On landing I found that 100LL was \$5.02. This may be a reason for the high level of GA traffic? We called Dollar, they brought the car around and we headed for Sunizona by way of dirt roads through Tombstone, among other places.

We found the real estate offices in nearby Arizona Sunsites closed on Sunday. With the help of a map, I had, we found the approximate location of the lot. Not much development had occurred since the previous decades I had been there.

It was getting late so we enquired at a restaurant, which has in the process of closing for the evening, where we could find a motel. We were told that one was off Main St., in Sunsites, near the golf course. After much searching, we found it, but there was no Main St. Since no one was at the office, we called the posted number. The woman answering said there were no vacancies. The appearance of the place indicated many vacancies existed so we assumed that she just wouldn't be bothered with new clients.

The next closest lodging was in Willcox, about 25 miles north, where we stayed at the Holliday Inn Express. Monday, we drove back to Sunsites and visited with Tanya Stiegmeier of Tombstone Real Estate in Sunsites. She printed out a couple of maps for us and told us, as we had expected, that now wasn't the time to try to sell the property. She advised us to hold on to it and give it to our heir/s. We think we will do that. With the better maps, we visited the lot again and took pictures. We took a more southerly route, by way of paved roads, back to Sierra Vista and dropped the car keys at the airport terminal.

Since it was now Monday and the Tower and Airspaces were open and hot, we had a new problem. I would suggest you read and try to comprehend the instructions in the AFD re. FHU. One note is that GA aircraft may not use the same traffic pattern as UAVs but may follow them on final for landing!

The wind was favoring 30 but when I called for a taxi clearance Ground sent me to the 12,000 foot long Rwy. 26. Apparently the fast, heavy military planes had no problem with the crosswind. I requested, and was granted, takeoff clearance from 30. I had to wait for an A-10 to make a low approach to 26 then got takeoff clearance from 30. When the TWR is open and the Airspace is hot, the published GA entry and departure to/from FHU was along the N-S highway out of town. Just beyond the restricted area is 7711 ft. Apache Peak, just to the west, which I had to fly past before I could turn on course toward Tucson.

Just before Tucson, I was vectored north for traffic. This took me over Davis Monthan AFB, home of The Boneyard, a vast storage area for obsolete military planes. Just N.W. of Tucson, I was again vectored north for traffic. This took me well north of my planned course so I punched in DIRECT to Chandler into my GPS. Approaching Chandler from the S.E., I had a new and unfamiliar perspective on the airport. I wasn't certain that the airport in front of me was Chandler, even though I had been cleared to land on 22L. I asked the Tower & was assured that it was Chandler. CHD is in the S.E. corner of the Phoenix area.

We flew into Chandler to visit Kathy's brother Gary in Gilbert for a few days. As soon as I had secured the plane I walked over to Chandler Aviation to say Hi to Frank Setzler, the maintenance supervisor. I had met Frank when I was at CHD two-and-a-half years before while I was on my Cardinal shopping trip. As before, Frank invited me to tie down on one of "his" spots, saving me the \$7 a night airport fee. Gary and his wife, Mae, soon came to come to pick us up. The visit in their nice home was pleasant.

On Thursday the 20th we overflew Sky Harbor Airport, to Deer Valley on the northern edge of Phoenix. A Cardinal Convention was being held at DVT, put on by the Cardinal Flyers Org. About two-dozen Cardinals flew in from all over the U.S. and Canada to DVT for the event. Cutter Aviation provided a ramp row for the Cardinals. We were billeted at the Hilton Garden Inn, whose staff provided excellent service, including transportation to and from the airport, 2.3 miles.

Friday, morning we had a technical session and a presentation at the hotel by Ed Moats on flying around the Sedona, AZ, Monument Valley, Grand Canyon areas. From Ed I learned where the best scenery is and that the Zuni Corridor is much better than the Dragon Corridor, scenery-wise, for traversing the Canyon. In the afternoon we had a tour of AMSAFE, the restraint systems manufacturer. After a convincing presentation on their aircraft seatbelt/airbag systems, Kathy thinks we need them in our Cardinal. Who am I to argue?

That evening we visited Rawhide western theme park, on the southern edge of the Phoenix area, for a good steak dinner and a few hokey shows, "Texas Kate's Wild West Show" and

(Continued on page 8)

WPA CALENDAR OF EVENTS

December 21, 2011 (Wednesday)

North Sound Chapter 9:00 am

Olympia Chapter Meeting @ Pearson Air 7:00 pm

December 24, 2011 (Saturday)

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

December 28, 2011 (Wednesday)

North Sound Chapter 9:00 am

December 31, 2011 (Saturday)

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

January 3, 2012 (Tuesday)

Arlington Chapter @ NASA Restaurant 6:00 pm

January 4, 2012 (Wednesday)

North Sound Chapter 9:00 am

January 5, 2012 (Thursday)

Yakima Valley Chapter

Free Admission www.museumofflight.org

January 6, 2012 (Friday)

Paine Chapter 6:30 pm

January 7, 2012 (Saturday)

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

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

January 11, 2012 (Wednesday)

North Sound Chapter 9:00 am

January 14, 2012 (Saturday)

Harvey Field Chapter @ Snohomish Flying Service 10:00 am

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

January 18, 2012 (Wednesday)

North Sound Chapter 9:00 am

Olympia Chapter Meeting @ Pearson Air 7:00 pm

Green River Chapter @ Auburn Firehouse 7:00pm

January 19, 2012 (Thursday)

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

Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

January 21, 2012 (Saturday)

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

January 25, 2012 (Wednesday)

North Sound Chapter 9:00 am

January 26, 2012 (Thursday)

Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm

January 28, 2012 (Saturday)

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

February 1, 2012 (Wednesday)

North Sound Chapter 9:00 am

February 2, 2012 (Thursday)

Yakima Valley Chapter

Free Admission www.museumofflight.org

February 3, 2012 (Friday)

Paine Chapter 6:30 pm

February 4, 2012 (Saturday)

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

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

February 7, 2012 (Tuesday)

Arlington Chapter @ NASA Restaurant 6:00 pm

February 8, 2012 (Wednesday)

North Sound Chapter 9:00 am

February 11, 2012 (Saturday)

Harvey Field Chapter @ Snohomish Flying Service 10:00 am

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

February 15, 2012 (Wednesday)

North Sound Chapter 9:00 am

Olympia Chapter Meeting @ Pearson Air 7:00 pm

February 16, 2012 (Thursday)

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

Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

Flight to El Paso

*(Continued from page 7)***"Dr. Boris Von Schlock's Traveling Transylvania Taxidermy Tonsorial and Re-animation Emporium"**

Saturday, we spent the day at the airport. In the morning we had the standard Cardinal "Show and Tell" where each owner explains his Cardinals attributes and others get to point out deficiencies. After lunch at the airport café, a Fixed Gear and a Retractable Gear Cardinal were brought into the Cutter maintenance hangar and de-cowled for careful firewall-forward inspections. A few discrepancies were noted, such as an illegal/non-airworthy spinner repair. I learned what to look for and potential fixes for my ineffective rudder trim system, basically removing mechanical slop/lash in the many mechanical parts.

Late Sunday morning, after a VERRY LONG and detailed briefing by, who I believe was a new, Lockheed-Martin Flight Service briefer, we took off and flew to Jean, NV, right on the S.W. edge of the Las Vegas class B airspace. The primary activity at Jean was glider towing by a Piper Pawnee. The Pawnee pilot helped me get oriented so I understood that 2L was for powered aircraft and 2R was for gliders and the tow plane. After refueling, we took off, climbed over Columbia Pass and headed for Hawthorne, NV.

Hawthorne, 78 NM S.E. of Reno is a convenient place for a fuel and/or overnight stop. The most delightful thing about HTH is Betty Easley, the "Airport Greeter", AOPA ASV, etc., etc. Betty greets arrivals, helps them with luggage and brings the courtesy car around to the plane. She told us that she is saddened because she is no longer allowed to help with the fueling process because of liability concerns. She has been written up by AOPA, <http://www.aopa.org/members/files/pilot/2011/april/action.html>.

We stayed in the annex across the street (away from the smoky casino) of the El Capitan Casino and Hotel. We had a nice home-cooked style meal at Maggie's Restaurant, a few blocks down E street.

From the morning of October 9 till Monday morning, we had nothing but clear skies. Monday, we awoke to cirrus clouds over the area. We confirmed the smokiness of the Casino by having breakfast there. After the short drive to the airport, while we were loading up the plane, Betty arrived to greet us again. We exchanged photo shoots and she positioned herself at the departure end of 28 so she could photograph us on takeoff. We flew north over Walker and Pyramid Lakes.

The next and last fuel stop was to be Lake County Airport, OR (LKV). Approaching the Alturas, CA area it looked like it was getting overcast. Alturas ASOS was reporting "overcast at 4,900 feet." However, LKV ASOS was reporting clear. It turned out that there was a narrow E-W band of clouds over Alturas. Beyond that, except for a few small cumulus clouds, the sky was clear. We refueled at LKV, and after 2 hours and 25 minutes, we landed at RLD just before 5PM.

In 16 days we flew 2556 nautical miles, not counting around the patterns, and I visited four new, to me, airports, Ely, Ft. Huachuca, Deer Valley and Jean. I was glad to have the newly installed Power Flow exhaust system, especially at the high-density altitude locations and with the greater than authorized luggage weight Kathy brought. I confirmed that some of the POH cruise performance figures do not apply with the PF system. To achieve a power setting, I use RPM and adjust MP and mixture to achieve the desired % power as indicated by fuel flow. Keith Peterson of CFO confirmed this. I noted that my oil consumption had dropped noticeably. Perhaps the number 1 cylinder/rings had finally broken in?

Out of your comfort zone?

(Continued from page 6)

I'd pull about four Gs until the nose was vertical, relax the back-pressure as the airplane floated over the top, then pull four Gs again as quickly as possible while the nose fell and airspeed increased.

That's when I got an eye-opening, real-world lesson about angle of attack.

With the nose of the biplane pointed straight down and pulling aggressively on the stick to minimize the radius of the loop, buffeting airflow over the wings made it feel as if I was driving down a bumpy country road. Determined to make the loop round, however, I kept pulling until, finally, the airflow separated, the wings stalled, and the airplane snapped 90 degrees to the right.

The instant I relaxed the backpressure, the airflow reattached and I emerged from the botched maneuver.

I had heard and read during private pilot training that a wing could stall at "any airspeed and any attitude." But it hadn't occurred to me that an airplane pointed straight down at full power could exceed its critical AOA and stall. Finally, the light came on and I was able to grasp a concept that I

had never fully understood or appreciated: An airplane's attitude and its AOA really are completely unrelated.

An F-22 Raptor can climb vertically and accelerate straight up at a very low AOA, while an Extra 300 can snap roll with its nose pointed at the ground and a very high AOA.

Since then, I've provided more than 1,000 hours of dual aerobatic instruction, and observed many fellow pilots deepen their understanding of AOA—usually by way of a seemingly endless variety of hopelessly screwed-up maneuvers. But that's how pilots learn, and for most of us, it takes real-world events for theoretical concepts to jell.

Of course, you don't need unusual-attitude training to understand AOA. Just realize that, in normal flight, pulling on the stick or yoke increases AOA—and when you reach the critical angle, the way to recover is to reduce the AOA regardless of the airplane's attitude.

In most of life, attitude is everything. With AOA, however, attitude means nothing.

—DH

Email the author at dave.hirschman@aopa.org

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