

Wings

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Serving Washington Pilots Since 1960

December-January 2013/2014

President's Message...



Fall is when we enter our membership renewal campaign. You will soon receive a membership reminder in the mail. It will offer many reasons to renew your membership. One of those is that by being a part of WPA, you add your voice to activities across the state. Can we back that up? Are we "at the table", giving voice to our common interests in General Aviation here in the state of Washington? Let's take a look.

Late this summer, WPA was in a Port of Skagit conference room as their Planning Commission heard testimony regarding land encroachment issues relative to Skagit Regional (KBVS). WPA member Blake McKinley is now on the board of the Spokane Airport Tenants Association, further ensuring our voice is heard. Bremerton Chapter is working with the airport on planning the future of Bremerton Airport. Despite a dim future for Vista Field, member Marjy Leggett continues to closely monitor the Port of Kennewick's actions – ever vigilant for an opportunity to save that field. WPA is participating in an Advisory Committee working to provide guidance on WSDOT Aviation's good work with an Airport Investment Study that WSDOT launched in September. Our members in the Vancouver/Southwest chapter have been engaged with the issues surrounding the NPS and Pearson Field. Okanogan/Ferry County Chapter went to bat against the local municipality, with a lawsuit over the placing of sewage lagoons adjacent to Omak airport. This wildfowl attractant increases the hazard of bird strikes. Anacortes is working with their airport and Port Commission members on fuel availability and an anticipated ASOS weather capability. WPA was at the banquet table recently, as the Washington Wing of the Civil Air Patrol wanted to acknowledge us at their Anniversary Banquet. We are participating in an Olympia legislative Joint Transportation Committee study on the funding and departmental placement of Search and Rescue management for the State of Washington. Additionally, we are teed up to participate in the founding of a new Aviation Alliance for the state. This new alliance will be helpful as we support aviation-friendly state legislators in forming a GA Caucus in Olympia. The point of all this is that – Yes! – we are at the table, and even better, we are finding ourselves invited to the table, when situations call for aviation stakeholders. With your WPA membership, you do, indeed, have a voice of Advocacy.

Outreach activities around the state have been in no short supply either, with Spokane's Hutton Settlement Fly Out and Veterans Fall Flight, Deer Park's Bush Plane and Vintage Fly In, Felts Field's Neighbor Day, Paine Field's Aviation Day, Pearson Field's Open Cockpit Day and Bremerton's Blackberry Festival. These events have brought literally thousands of neighbors to their airports.

Education holds a value for all of us, because we know our pilot certificates serve as a license to learn. Many Chapters follow the same example as Harvey Chapter and find success in making meetings more meaningful as FAASteam WINGS events. Keep up that great work.

As for Social Activities, many chapters are holding their Christmas Parties in the coming weeks. Make sure to support your chapter and attend these events. Enjoy the camaraderie of this holiday with your fellow aviators.

These are all reasons to renew. Watch your mailbox for a mailing from WPA, with a membership reminder. Then go to www.wpaflys.org and click on the red button. Or, go ahead and do so right now. We'll all be better for it!

Fall offers a terrific opportunity for aviators. Flightseeing opportunities give us a chance to observe the changing seasons from a perspective that is uniquely ours. This rewards the hard work we put into gaining and maintaining

(Editor's Note: I heard about the following incident from Addison, and asked him to recount exactly what happened)

C-185 Ice Load Never Again

by Addison Pemberton

About 10 years ago my son Jay and I were shooting approaches into Felts Field in Spokane. We had a clean airplane until we turned in-bound on the approach to Felts on a February afternoon. Jay was in the left seat and I was in the right in our Cessna 185. The weather was close to minimums.

Soon after turning to the final approach fix it sounded like someone was hurling gravel at the airplane. It was so loud that it was difficult to hear air traffic control on the headsets for several seconds. The engine quit because the air intake iced over. We pulled alternative air and got a restart. It was critical to not change the airplane configuration like adding flaps, as we were afraid to tail stall. The engine was shaking and we had to aggressively cycle the prop to shed ice from the blades

and smooth things out a bit. We flew the approach at 130 knots, and right at the minimum descent altitude where we could barely make out familiar fuzzy and insignificant landmarks but not the airport - a missed approach was not an option!

We crossed the fence at 110 knots and made the runway, then slowly raised the nose and the airplane stalled, coming down as ice was flying off the brakes, windshield, and prop. After we got to the hangar we took these pictures. Much of the ice was already gone.

Within a few minutes, several iced-up ducks fell from the sky and hit the ramp. True Story!! If we had been in another airplane with a critical high speed wing, we would have died that day. The fat, slow, wonderful high lift Cessna wing saved our lives.

Side note: the forecast for that afternoon had not called for any icing conditions and none were reported before we departed for that two-hour flight. Thank the good Lord this happened so close to the airport. If we had been 50 miles out we would not have made it. Bottom line, we quit flying instrument meteorological conditions hard IFR in the winter time PERIOD in little airplanes.



Addison Pemberton's C-185 shown with aftermath of severe icing



WPA Legislative Report

The Legislature is officially involved in yet another special session, time to hang on to our wallets! The special session was called to vote on some aerospace bills. Basically, the governor is working on a deal to keep the 777x production in Washington. To do this he is working on a deal between the State, the union(s), and Boeing. I would assume the Boeing contingent on the board will have more input.

For those who participated in the survey that Les emailed out, thank you! Originally, there was also going to be legislation presented regarding a new gas tax. Apparently, there will not be any transportation related bills presented during this special session. I would suspect that it is almost guaranteed we will see an effort during the regular session for yet another gas tax increase. We need to maintain the efforts to work on getting aviation fuel taxes out of the general fund and shunted toward WSDOT-Aviation.

I think we can anticipate there will be budgetary woes once again this legislative session. As such, we need to be vigilant regarding any newly proposed fees and taxes on aviation. Olympia really has more of a spending priority problem than a revenue problem and attempting to balance any budget on the back of GA where the ultimate cost will be the loss of skilled jobs is a bad idea.

With the elections this past Tuesday, I would appreciate an update from each board member regarding any newly elected local officials and their position on GA, pro or con. In Spokane, two new city council members were elected, it is yet to be determined how they stand on GA related issues. In Spokane Valley at least two of the four city council positions are filled with individuals who I have spoken with and are listeners. The other two seem to be approachable and I will do so. The Spokane County Commissioners will be voting to replace Rep. Larry Crouse who is stepping down mid-term due to health issues. There will be a popular election for this position in November 2014.

Finally, I just was elected to the Spokane Airports Tenants Association board on October 30th, this will be an interesting role and will put me in touch more locally with our elected officials.

I look forward to receiving your reports and input.

Sincerely,
Blake McKinley
WPA Legislative Director



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Tri-Cities

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The Tri-Cities Airport is a regional, non-hub commercial service airport. Daily air service between the Tri-Cities includes Seattle, Salt Lake City, Minneapolis, Denver, San Francisco, with weekly service to Las Vegas, Phoenix-Mesa, and Los Angeles. The FAA operates a 16-hour Air Traffic Control Tower and TRACON RADAR Facility. The terminal building includes a restaurant, gift shop, and a lounge. The City of Pasco provides 24 hour ARFF and City Fire protection from the airport's fire station.
NOTE: Data on this page comes from the WA Airport Information System Database (AIS).

AIRPORT CHARACTERISTICS

Location	Service Classification	Approach
Legislative Dist: 16 Associated City: Pasco County: Franklin	Federal: Commercial Service Airport - Primary State: Commercial	Airport Elevation: 407 Approach Category: C: 121 to < 141 knots
Organizational Structure	Runway(s)	Type of Airport
Ownership Type: Port Owner: Port of Pasco	Number: 3 Type(s): Asphalt, Asphalt, A sphalt	FAA: IIC Description: Boeing 727/200

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Number of Cargo Carriers 1
Air Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	Total Cargo Volume (Tons) 3,377
Medical Transport	<input type="checkbox"/>	<input type="checkbox"/>	Ground Transportation AIS Last Updated: 12/15/2010
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	
Aerial Surveying	<input type="checkbox"/>	<input type="checkbox"/>	Bus Service <input type="checkbox"/>
Wildland Firefighting	<input type="checkbox"/>	<input type="checkbox"/>	Taxi Service <input type="checkbox"/>
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Marine Service <input type="checkbox"/>
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Rail Service <input type="checkbox"/>
Civil Air Patrol	<input type="checkbox"/>	<input type="checkbox"/>	Shuttle Service <input type="checkbox"/>
Cargo Activity	<input type="checkbox"/>	<input type="checkbox"/>	Limo Town Car <input type="checkbox"/>
Flight Training	<input type="checkbox"/>	<input type="checkbox"/>	Other Ground Transportation <input type="checkbox"/>
Commercial Carrier Activity	<input type="checkbox"/>	<input type="checkbox"/>	

Comparison by State Classification **Take Offs and Landings (Operations)**

Airport	Classification		Operations
	Low	High	
Based Aircraft	134	471	
Operations	47,191	313,954	

Commercial Enplanements*		2010	2009	2008
		308,380	166,000	166,000

*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.

Fuel Service		2005	2006	2007	2008	2009	2010
80 LL	<input type="checkbox"/>						
100 LL	<input type="checkbox"/>						
MoGas	<input type="checkbox"/>						
Jet A	<input type="checkbox"/>						
Helicopter Fuel	<input type="checkbox"/>						

Airport Businesses and Visitors

Economic and Fiscal impacts calculated for each airport start with activity that can be directly associated with the airport, namely the businesses operating at the airport and the visitors traveling through the airport. For economic impacts, multiplier effects are estimated from this initial activity as portions of wages and business and visitor spending are re-spent within the local economy. Impacts of airport businesses are analyzed within the defined economic impact region, visitor spending is analyzed statewide, since once visitors land they may spend their dollars throughout the state. For fiscal impacts, taxes paid to various types of jurisdictions from this business and visitor activity are estimated.



NOTE: All impacts are shown in 2010 dollars.

ECONOMIC IMPACTS

AIRPORT BUSINESSES

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

Estimated Regional Impact from Airport Businesses

Estimated Economic Impact	Direct	Indirect/Induced	Total Impact
Jobs	346	283	629
Labor Income	\$ 30,800,000	\$ 11,300,000	\$ 42,100,000
Output	\$ 56,000,000	\$ 31,400,000	\$ 87,400,000

VISITOR SPENDING

Impact Region:	Washington State (once visitors land they may spend their money throughout the state).
Total Visitor Spending:	Estimated total annual spending by visitors traveling through this airport.
Direct Jobs:	Estimated jobs supported by the total estimated visitor expenditures.
Direct Labor Income:	Estimated income paid to the Direct Jobs supported by visitor expenditures.
Direct Output:	Estimated value of original visitor spending that remains in the state (some visitor spending dollars paid to businesses will be exported out of the state).
Indirect/Induced Impacts:	Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts:	The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impacts from Visitor Spending

Total Estimated Visitor Spending:	\$ 52,592,200		Total Impact	All State Impacts	% State Impact
	Direct	Indirect/Induced			
Jobs	561	266	827	94,000	0.88%
Labor Income	\$ 15,300,000	\$ 12,400,000	\$ 27,700,000	\$ 3,311,700,000	0.84%
Output	\$ 44,200,000	\$ 38,400,000	\$ 82,600,000	\$ 10,160,600,000	0.81%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 356,000	\$ 150,000	\$ 274,000	\$ 17,800,000	\$ 18,580,000
Visitors	\$ 421,000	\$ 432,000	\$ 424,000	\$ 2,500,000	\$ 3,777,000
Total	\$ 777,000	\$ 582,000	\$ 698,000	\$ 20,300,000	\$ 22,357,000

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



Printed: 3/22/2012

Chasing the American

by Malin Bergstrom

Could you take a giant leap of faith, leaving behind everything and everyone you knew for a chance to pursue the American Dream? Well, that's just what Karl and Elenor Bergstrom did in 1965, leaving family and friends in Sweden and immigrating to the United States. Nearly 50 years later, Bergstrom Aircraft, Inc. has become their American Dream as the premier FBO in the Inland Northwest.

Bergstrom Aircraft, Inc. opened in 1971 as Karl Bergstrom Aircraft Services, offering maintenance services for piston aircraft. Avgas refueling service was added in 1976 with the purchase of a single, used fuel truck. JetA refueling was added two years later at the request of Western Airlines, the second airline to operate out of the Tri-Cities Airport. In 1981, Bergstrom's joined forces with Beechcraft and became a Beech Aero Center. Flight instruction, aircraft rental, and aircraft sales were added to the maintenance and fuel services. The next logical step was charter flight service in 1983. Beechcraft awarded the title of Fastest Growing Aero Center in the world to Bergstrom Aircraft in 1984!

Since then Bergstrom Aircraft Inc. has steadily grown with the Tri-Cities' community, offering a wide variety of aviation support services for nearly every type of aircraft including a BD-5 microjet and Air Force One. In 2002, Bergstrom's opened a new, modern facility including an executive terminal and maintenance shop next door to their original location. The family tradition is now being carried on by daughter, Malin and son, Daniel. Karl's commitment to the highest level of safety, fair pricing, and customer satisfaction have made Bergstrom Aircraft, Inc. a trusted name in aviation in the Northwest for over 40 years.

Refueling Service: Full-service Avgas and JetA mobile refueling trucks allow our line service team to provide convenient and fast refueling service. Jet A is available both over-wing

President's Message *(Continued from page 1)*

our pilot certificates. It also provides terrific opportunities to share with our earthbound friends, perhaps persuading them to attain the gift of flight for themselves. Take this opportunity to share a ride with a friend or neighbor that shows interest in your flying stories.

I want to thank member Frank Hummel for stepping forward to fill the Membership Director position on the State Board. Your Board voted at its most recent meeting in Bremerton on November 9th to accept Frank and install him as interim Director, until our State elections in February 2014. Frank

capably serves today as Membership Director for the Paine Chapter, bringing his experience there to his new role at the State level.

It feels a bit early to write this, but our next newsletter isn't until 2014, so here goes. May the Blessings of the Season fill your heart and the hearts of those that are special to you. Happy Thanksgiving and Merry Christmas!

Most importantly, go fly! There's nothing like getting above it all!

Airport Investment Study: <http://www.wsdot.wa.gov/News/2013/09/AirportInvestmentStudy.htm>

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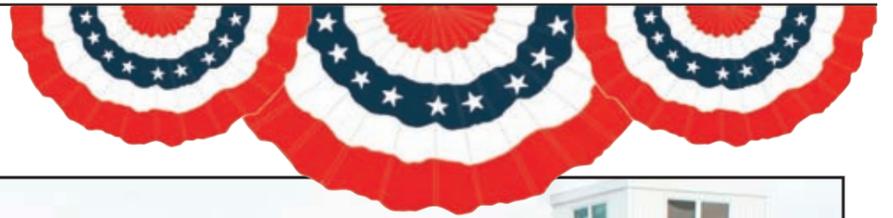
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WPA WINGS is the bimonthly newspaper of the Washington Pilots Association (WPA), which represents the pilots of Washington State. Letters to the Editor are welcome. Letters must be signed by the author and a contact phone number provided.
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Be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

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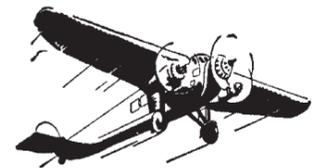
Flight School: Bergstrom's can make your dream of flying a reality. Our certified flight instructors have a passion for flying, and are always excited to work with our students! Flight training is offered in a wide variety of aircraft make/models: Cessna-172, Cessna 182, Piper Arrow, Beech Bonanza, and a Piper Seneca II. Ground school is also held throughout the year for both Private Pilot and Instrument students.

Aerial Photography/Scenic Flights are offered year round with the Columbia Valley providing some of the most spectacular scenic views.

Bergstrom's is actively involved in the community, and proud to give back to several local charities. One charity in particular, is the Save the Old NAS Pasco Control Tower. www.savetheoldtower.com Naval Air Station Pasco was built in 1941 and trained thousands of Navy pilots during WWII. NAS Pasco later became the Tri-Cities Airport and the original control tower building still stands. It was in this building where Karl Bergstrom Aircraft Services began! Work has begun to save and restore the 72 year old landmark building and the goal is to open an aviation museum in the near future. For more information about Save the Old NAS Pasco Control Tower, please contact Ms. Malin Bergstrom via email at malin@bergstromaircraft.com

Bergstrom Aircraft, Inc. is located in the sunny Southeastern corner of Washington State, in the heart of Wine Country! Please visit and see for yourself. ...Bergstrom's remains committed to Karl and Elenor's dream; excellence in aviation services.

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Editor's Note: The management at your WINGS Newsletter thought it would be nice to highlight an FBO of significant heritage in each issue of WINGS. If you have any suggestions please submit to WINGS@WPAFLYS.ORG.

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Let's Fly Alaska

by Dave Lucke

It is with great sadness that I inform you of the tragic death of Dale Hemman, owner and operator of "Let's Fly Alaska.com". I know very few details but apparently Dale perished in a tragic accident while guiding a group to Alaska last summer. Dick Smith, Gary Colf and Vic Syracuse worked with Dale in leading the Alaska tours. The business operated out of the Olympia airport. Please remember Dale in your prayers and celebrate his life.

There is a demand for this type of service. One of the things on my "bucket list" is to fly to Alaska in my 182. So if anyone has experience with flying to Alaska and would maybe like to help put a guided trip together, please let me know. Dave Lucke, DLucke@Comcast.net



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WPA Chapters Around the State

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

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

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

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

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

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

begins at 6:30 pm, with an aviation-related program beginning at 7:15, followed by a short business meeting. Guests are always welcome. **For more information about Deer Park chapter and its activities, please contact Darold Schultz at 509-999-5835.**

GREEN RIVER - The Green River Chapter meets on the 2nd Friday of every other month (February, April, June, August, October and December) at Trotter's Restaurant, 825 Harvey Road, Auburn, WA 98002. Social time will start at 6:30 p.m. and the meeting will start at 7 p.m. Dinner will be served and there will be three entrees to choose from. Cost is \$20 per person. Meeting program information and upcoming special events can always be found at WPAFLY.ORG under the Green River Chapter tab. **For more information, contact Chapter President Jim Flynn at JKRV6A2@SKYNETBB.COM or 206-498-4409.**

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

NORTH SOUND/BELLINGHAM - The North Sound chapter meets every second Thursday of the month (except during June, July and August), at 7:00 pm at the *Whatcom Educational Credit Union WECU* 600 Block

of Holly St. in Bellingham. For more info on the North Sound chapter, contact **Kelly Beerman, kellybeerman@comcast.net, 360-441-0145.**

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

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

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

SOUTHWEST/VANCOUVER - The Southwest/Vancouver chapter has the following meetings scheduled for 2010: 4th Thursday in May and September at 7:00pm and Sunday Brunch on December 4. Meetings are held at the Dollars Corner

Fire Station. **For more information, contact Bob Brown at 360-607-5060.**

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

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

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

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

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



Frank E. Hummel - WPA State Membership Director

>> How and when did you get interested in or into aviation?

Interested? In my pre-teen years the space race was in full swing. First I wanted to be an astronaut, then a US Air Force pilot. When my eyesight prevented a nomination into the Air Force academy pilot training program I was crushed. A lifelong ambition to fly however has been recently realized. With a bit more than four years and 450 hours in my log book I am having a grand time of it!

>> What aircraft have you owned and if you own one now what model?

My first ownership experience is my current one of about three years, as a partner in a 1973 fixed gear Cessna Cardinal. A sweet airplane and a great arrangement based out of KPAE.

>> What non-owned aircraft have you flown?

Trained in a Piper Warrior. Rented 152s and 172s. A little time in a V-tail Bonanza. Over the years my job has placed me up front in an engineering flight test role on Lear Jets, King Airs and a Canadair Challenger.

>> Are you involved or have ever been involved as a volunteer in any other aviation related organization?

Soon to beginning my third year as WPA Paine Field Chapter Membership Director, as well as a third year as Paine Field Aviation Day volunteer coordinator.

During my teenage years I was a volunteer cadet member of Civil Air Patrol for nearly four years. This time with CAP was formative in many ways. Learned much and the experience significantly influenced my future.

>> What is/was your career?

I have worked in aviation my entire career. Following an abbreviated and questionable college education after high school I worked; four years with the USAF, two with Boeing, and 28 years with Universal Avionics Systems Corporation spanning different roles working in a product development organization. Currently I work with clients in the field of aviation and avionics, product development, and associated business concerns.

>> What inspires you about aviation?

Those marvelous flying machines and the skilled people that make them happen. The fact that we can design, build, and fly aircraft at all still amazes me! To blatantly use and slightly alter the words of another: "I am struck at times that the whole thing is so... UNLIKELY, that a shmoe like me can actually fly an airplane. THAT is when I remember to have fun." (Credit to Jay Honeck).

>> Why are you a member of WPA

I joined to become involved in what I am passionate about. To learn from others.

>> Anything else of interest you would like to share?

Nothing that I am doing in aviation would be possible without the incredible encouragement and support from my bride of 30 years!

Frank can be reached at frankh909@gmail.com

Washington Pilots Association 2014 Slate of Officers

At the annual WPA state meeting in Puyallup this year we will be electing a new slate of officers.

Running for his second term is Les Smith our current President. The nominee for VP East is Norm McPhee. Norm will be filling the shoes of Tom Morris who is wrapping up his two year term in that position. Thank you very much Tom for all you have done for the WPA. It has been a pleasure working with you.

Tom Jensen is running again for his present position as Airport Affairs Director. The nominee for Safety and Education Director is Ken Davies who is the interim appointed director and the past president of the Anacortes chapter.

The Membership Director nominee is Frank Hummel who is the interim appointed director and the present Membership Director for the Paine Field Chapter.

Steve Waterman, VP West.

From the Eastside, we are honored to have both Marjy Leggett running for the secretary position, and Blake McKinley running for the legislative affairs position. Marjy and Blake have done an excellent job in these positions. We need to thank them for their willingness to take on the task another term.

I'm excited to announce our Eastside VP nominee, Mr. Norm MacPhee. Norm is originally from the Dakotas, but did much of his flying in Alaska, and is now in the Spokane area. Norm has also agreed to run for a Board position for the Spokane Chapter. Having interest in general aviation, Norm works with the Angel Flight Organization too. With a military background, he also works on special promotional projects for the army when he can.

With the current leadership in place, and the new nominees, I believe we are ready to continue our much needed input on the aviation interests in our State.

Tom Morris, Eastside VP

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Your WPA State Board met at Bremerton on 9 November. l-r; Ken Davies, Marjy Leggett (hidden behind Ken), Jim Posner, Doug Houghton, Jim Flynn, Leo Dondlinger, Jim Swartwood, Steve Waterman, Les Smith and Tom Jensen (back to camera). photo from Mike White (also present) In addition to reports from Officers and Chapter Representatives, we discussed WSDOT's Aviation Investment Study, Nominations for 2014 Officers, GA Caucus in Olympia, Election Results in Shelton, where we supported a candidate sympathetic to issues relative to Shelton Airport (Krista Buck - she won), the recent rash of Stops and Searches by CBP, and appointed an interim Membership Director, Frank Hummel.

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Smokey's Eyes In The Sky

by Frank E. Hummel
WPA Pane Field Chapter



At times aviation is exactly the best tool for the job at hand. A view from above is not only majestic, but also informative. A perspective that allows for observing what is happening on the ground. Add supplemental day and night vision capabilities to that of our own eyes and observations are enhanced. Now add to the mix two way radio communication above and beyond the standard equipment found in general aviation aircraft. This combination only begins to describe the aircraft of the Washington State Patrol Aviation Section.

As with aviation in general, Washington State Patrol's Aviation Section has evolved significantly in sophistication and capability since its inception in 1959. Today's WSP aircraft fleet is composed of three Cessna 182s and two 206s, as well as two King Air B200s. Aircraft and operations are primarily based near the state capital in Olympia (KOLM) with supplemental operations out of Ephrata, Washington (KEPH).

Missions flown across the state by the Washington State Patrol include the expected as well as the unexpected. Not surprisingly, some of the Aviation Section's missions include patrolling state roadways for aerial traffic and DUI enforcement while also providing traffic congestion management information. Washington, being a coastal and international border state, brings homeland security missions into the mix. Law enforcement support for other agencies, counter drug support, natural disaster related missions, environmental threats (oils spills, floods, wildfires), search and rescue, and critical transportation are all part of their mission.

Aircraft instrument panels are well equipped for IFR operations with Bendix/King KLN 94 and KMD 550 GPS navigation and moving map systems, Ryan Traffic Collision Alerting Device (TCAD) and Aspen ADI/HDG primary flight instruments. The King Airs are also equipped with Universal UNS-1EW Flight Management Systems. But this is only the beginning of the on board equipment inventory. It is the specialized surveillance and communication equipment that allow these aircraft to be the powerful tools they are. Equipment such as LoJack receivers for airborne stolen vehicle tracking and recovery. Radios to communicate not only on civil aviation frequencies but also with military, government, and other law enforcement resources. Satellite telephone add communication capabilities for additional

coordination. Perhaps most impressive is the map database system coupled to visible and infrared cameras mounted in steerable and automatic tracking gyro-stabilized pods installed on the airframe. Highlighting and selecting a ground feature captured by an onboard camera displayed in the aircraft brings up exact location and property information, which in turn is relayed to ground resources which is particularly useful in pursuit and search and rescue situations. DataLink network infrastructure, on the ground and installed in the aircraft, allow for real time video downlinks in addition to onboard video recording, a powerful tool when providing evidence for prosecution. The Washington State Patrol Aviation Section demonstrates exactly how the right equipment fills a mission's needs successfully.

Washington State Patrol aircraft are operated by Trooper Pilots, both in the role of aircraft pilot and Tactical Flight Officer. Trooper Pilots join the Patrol as existing pilots, or train to become pilots while already a Trooper. In either case Trooper Pilots first work ground patrol for several years prior to being eligible, as well as needing an aircraft single engine - land, instrument and commercial certificate, to apply to fly with the WSP.

My opportunity for a fly along with the Washington State Patrol was nothing less than a deluxe Disney ticket.

Spending the day with the Aviation Section of the WSP in the air and at their base of operations in Olympia at KOLM is an eye opening experience. What is accomplished with the equipment and a small staff with a modest budget is remarkable. Four pilots who also can act as Tactical Flight Officers, two supervisors who are also flight crew members, two maintenance staff, and one office staff member keep the Aviation Section running.

A WSP Cessna 206 arrived at Paine Field where I met my Trooper Pilot and Tactical Flight Officer. No, the aircraft do not carry weapons, but the flight crew does.

Following take off for Olympia and a bit of patrol work the specialized equipment on board was demonstrated. Most impressive. The Aviation Section has a hangar with offices at the airport where my hosts provided a comprehensive tour, followed by almost two hours in their operations control center. Following a presentation, some time was spent reviewing video recorded by these aircraft from recent missions of all types. All I can say about that is, yikes! Yikes for both the good and not so good. It is powerful watching a life clearly being saved, as well as unfortunate outcomes we would prefer not to think about.

I can say from first hand observation that you don't want to be in the sights of these airborne video systems while being sought, there will be no escaping.

For the return flight I was hooked up with another WSP aircraft and pilot. A Cessna 182. After a similar review of that aircraft and equipment we launched for Paine Field.

As a technically minded individual and pilot I found this experience overwhelming on many levels. But more than that I found myself surprised. Surprised by the people I met. Without exception they were all accommodating, answered all my questions, professional, remarkably gracious, and transparent. They made it clear there was nothing I could not inquire about or share. The WSP wants the public to know what they do and how they do it. Furthermore, it was clear

that their primary motivation is helping others. Keeping citizens safe from peril, this came through to me strongly and by my measure is what drives them.

Thank you to Lieutenant Jim Nobach and Sergeant Korthuis-Smith who worked with me to make the arrangements for the fly along. I also extend considerable appreciation to my pilots and hosts; Trooper Pilots and Tactical Flight Officers; Scott Sborov, Jeff Hatteberg and Chris Noll.

I have a new found respect for those I met, their mission, the Aviation Section, Washington State Patrol, and law enforcement in general!

Washington State Patrol's Aviation Section are not only the eyes in the sky helping to keep us all safe, they are also our friends in the sky when we need them most.

WPA Spokane Chapter Takes Vets on Fall Foliage Tour

by Donna Childs

On Saturday, October 5th, a group of pilots from the Spokane Chapter of the Washington Pilot's Association volunteered their time and planes to take Spokane Veterans on a Fall Foliage Flight over Idaho. This annual event was started in the Mid-1980s by Wally Taylor and Tom Eller.

The Vets were treated to a flight over Bay View, ID on Lake Pend Oreille and then headed south over the mountains to St Maries, ID at the south end of Lake Coeur d'Alene and then back to Felts Field in Spokane, WA where refreshments were served.

These flights are a real treat for Vets, with many coming back each year. It's the WPA's way of saying "Thank You" for all they've sacrificed for their Country. The weather was absolutely perfect this year and everyone had a great time including the pilots. It was a great success!

A big Thank You to all the pilots who participated: Matt Brown (Deer Park Air Center), Ray Brunner (Aircraft Solutions), Mike Foster, Marian Heale, Bill Henry, Bob Larson, Dave Lucke, Tom Morris, Aaron Stocks (Moody Aviation), Keith Wiggins (Northwest Flight School), Vern Ziegler (Ziegler Lumber).



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Thanks Spokane WPA for Scholarship

by Laird "Chris" Young



Chris, Jess, Lydia, Caleb, and Ellery Young

Dear WPA - Spokane,

Hello, everyone, from Spokane. I wanted to give you an update of how things have been going this past semester to give you a glimpse of what your generous support has enabled this Fall.

Following the two week break between Spring and Fall semester, I began flying again during the third week of July. I began by polishing up and passing a stage check in the U206G that involved an introduction to commercial maneuvers as well as special purpose patterns. In fact, it was during a Lazy Eight maneuver that I received a radio call from Moody Operations that my wife had been admitted and was being induced a week early with our third child. The following weeks were a blur as you can guess and involved some ground school preparation for the Extended Cross Country in September.

The rest of August consisted of a week of gross operations preparation in the 206 including learning to evaluate mountain strips and culminated in a day cross country throughout the Idaho mountains. Another week consisted of gross operations preparation in the 182RG and a culminating two day cross country throughout Seattle and Portland. My assignment for the extended cross country placed me with my flight instructor and two other students. For two week prior to the trip, the three of us students and a maintenance instructor performed a 100 Hour Inspection on the 182 to prepare it for the Extended Cross Country.

Then in mid-September, I departed Spokane with my class for an 11 day trip. The two 182s took the coastal route while the 206s took a mountain route. After 5 days, both pairs rendezvoused in Salt Lake City for the weekend, and then swapped planes to take the opposite route home. Throughout the first half, I gained experience navigating a lot of busy airspaces and practiced becoming more efficient in cross country preparation, improving in in-flight planning, using transition routes/VFR corridors, and

navigation about San Francisco, LA, Las Vegas, and Salt Lake City with excursions over Glacier Lake, Hoover Dam, and the Grand Canyon. The last half of the trip, I was in the 206 with invaluable practice in mountain navigation, lots of mountain weather evaluation and circumnavigation, and many varied mountain strips in Utah and Idaho. I grew a lot as a pilot, and while it was a lot of fun, there was a lot of intense growth too.

The rest of the semester involved a few weeks of maintenance in which I was able to perform more 100 hr inspections, a month of commercial ground school, and a week of night flights, which completed the cross country requirements for the commercial license. Just this past week I took the commercial written exam and scored 97%. To finish off the semester, I will be completing an avionics and landing gear seminar and am planning to take the written exam for CFI.

In all, the semester involved close to 40 hours of flight and a lot of training in new places and gaining confidence as an aviator in many new situations like busy airspaces, mountain navigation, and mountain strip evaluations. Thank you again for the generous scholarship, which helped to enable me to continue progressing.

My plans from here are to continue into the final semester of the 5 year Moody program. The Spring semester will culminate in completing the instrument rating and commercial license as well as graduation in May (Hopefully!!). I am leaning toward doing CFI next summer, a two month overseas aviation internship with my family, preparing for the two week long maintenance/flight technical evaluation with MAF and then taking the TE.

My family and I thank you for your generous partnership in our journey. Thank you so much.

Gratefully,
Laird "Chris" Young



Safety & Education



Fellow Pilots,

This month's pillar is about Involvement. How involved are you in aviation as a pilot? Do you fly often? Are you or have you ever been involved in the EAA's "Young Eagle" flights? Have you helped man

the WPA booth at the Aviation Convention or the Arlington Fly-In in the past?

Hopefully you answered "yes" to at least one of these questions. If by chance you answered "yes" to all three of these questions then "congratulations and well done" are in order. I know what you are thinking, there are plenty of other people out there in aviation that are already doing all these things and missing one pilot is not going to make a difference. Well, that is not true because if everyone thought that way things would be worse.

Sometimes we don't feel like going flying just to fly for no reason. What if you could help introduce aviation to a group of young people then would that give you a reason to go flying? Sometime we receive envelopes in the mail from aviation support groups asking for donations to help preserve historic aircraft for future generations to see. Some of these groups are just trying preserve aircraft and others are trying to keep the aircraft flying.

It's easy to just write a check, pop it in the mailbox and say you did your part. But there are so many museums out there some of which are local to your area that could use your help as well. Maybe you can volunteer to give tours a few times a month or help them with other support functions. Some museums are even looking for very talented mechanics to help maintain and preserve their historic aircraft. Some aviation organizations have food and clothing drives or other fundraising events to help promote aviation education, have safety seminars, workshops, events, and to help preserve aircraft. Maybe you are into organizing.

Through various donations, one such group was allowed to sponsor a 5k Fun Run, have a B-25 Bomber weekend, and conduct a sheet metal workshop. If not for some pilot involvement in natural disasters like the Haiti Earthquake in 2010 or Hurricane Katrina, those disasters could have been a lot worse. Critical supplies and medicines were flown into hard to get to areas by Super Cubs, Champs and other smaller GA aircraft. Sometimes up to 70 to 80 flights a day.

So I ask you, where can you help? Where can you get involved? Aviation needs our help to break down barriers and to help create an innovative and self-sustaining environment for all fields in aerospace and aviation. Maybe I'll see you at the WPA booth, or the local museum, or giving a Young Eagle flight. I hope so, and thanks for being involved!

Fly Safe, Ken



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AOPA to ask FAA to suspend implementation of new sleep apnea policy



Rule would require screening based on body mass index

by Elizabeth A Tennyson

AOPA is asking the FAA to indefinitely suspend implementation of a new policy that would require some pilots to be screened and, if necessary, treated for obstructive sleep apnea before receiving a medical certificate. The screening would initially apply to pilots with a body mass index (BMI) over 40. Over time, the FAA would lower the BMI requirement, compelling more pilots to be screened by a board-certified sleep specialist. The policy is the result of NTSB recommendations, but AOPA argues that there is no evidence to support the need for such screenings among general aviation pilots.

"This policy seems to be based on one incident involving an airline flight. In that case, the crew fell asleep and missed their destination but woke up and landed safely," said Rob Hackman, AOPA vice president of regulatory affairs. "Analysis of a decade of fatal general aviation accidents by the General Aviation Joint Steering Committee didn't identify obstructive sleep apnea as a contributing or causal factor in any of the accidents studied."

AOPA is composing a formal letter to FAA Federal Flight Surgeon Dr. Fred Tilton asking him not to implement the new policy and noting that there was no public comment period before the policy was announced. The new requirements could potentially affect thousands of pilots, adding to the already significant backlog for processing special issuance medicals. In 2011, the FAA identified 124,973 airmen who are considered obese, making them potential candidates for screening.

The new policy grew out of a 2009 NTSB recommendation that the FAA change the airman medical application to include questions about any previous diagnosis of obstructive sleep apnea as well as the presence of risk factors for the disorder. The recommendation also asked the FAA to implement a program to require pilots at high risk for obstructive sleep apnea to be evaluated and, if needed, treated before being granted medical certification.

Senators demand details on GA stops

by Elizabeth A Tennyson

Prominent members of the Senate have joined the chorus of voices demanding answers from Customs and Border Protection (CBP) and its parent agency, the U.S. Department of Homeland Security (DHS), about numerous stops and searches of law-abiding pilots on domestic general aviation flights.

In an Oct. 30 letter to DHS Acting Secretary Rand Beers, eight senators, all members of the General Aviation Caucus, raised concerns that the unwarranted stops of general aviation flights are a violation of pilots' Fourth Amendment rights. The letter, spearheaded by Sen. Pat Roberts, R-Kan., and Sen. Jim Risch, R-Idaho, also demands that DHS provide records of all CBP stops of general aviation flights since 2009, including explanations of the "reasonable suspicion" that led to each stop and the "probable cause" that resulted in a search. Those records, the letter insists, should be made available no later than Nov. 15.

While the senators note that they respect CBP and DHS efforts to protect national interests, they add that, "...we wholly disagree with agents demanding access to search an aircraft without reasonable suspicion or probable cause that illegal activity is occurring."

The letter follows months of AOPA attempts to get to the bottom of more than 40 reports of stops and searches by CBP or local law enforcement acting at the agency's request. In each case CBP, which is charged with border security, stopped flights that never left the United States. Pilots report that several of the stops involved drawn weapons and the use of dogs, but in no case did CBP find evidence of criminal activity.

AOPA has filed numerous Freedom of Information Act requests in an attempt to determine under what authority the CBP is stopping purely domestic flights. The association brought the issue to the attention of lawmakers after its requests were ignored or received inadequate responses. The association was also told by a federal agency that in at least one case no record of a search existed although

a local law enforcement agency involved was able to produce a record of the incident.

In September, AOPA member Rep. Sam Graves, R-Mo., co-chairman of the House GA Caucus, asked for an Inspector General investigation into the incidents. Later that month, two notices of proposed rulemaking (NPRMs) indicated that CBP wanted to change the status of some of its records,

including those related to the stops, to make them secret and unavailable for public scrutiny. The timing of the request and the short period allowed for public comment raised alarm bells.

AOPA asked for an extension to the comment period to give Congress time

to complete its investigation, but that request was ignored. It took DHS more than a month to respond to other AOPA questions about the NPRMs, including why CBP chose this time to make its Air and Marine Operations Surveillance System (AMOSS) records secret when the system has existed since 1988. That response was vague, citing national security and law enforcement concerns as the reasons for secrecy.

In addition to Sens. Roberts and Risch, the letter to DHS was signed by GA Caucus Co-Chairman Sen. Mike Johanns, R-Neb., and Sens. James Inhofe, R-Okla., John Boozman, R-Ark., Jerry Moran, R-Kan., Mike Crapo, R-Idaho, and David Vitter, R-La.

"We appreciate Sens. Roberts, Risch and their colleagues stepping forward to protect the Constitutional rights of pilots," said AOPA General Counsel Ken Mead. "Without a reasonable suspicion of illegal activity, a warrant, or probable cause, law enforcement has no business stopping aircraft in the first place, let alone searching and possibly detaining law abiding pilots. We can't afford to have law enforcement agencies that act outside the scope of their authority and then try to hide behind laws designed to protect our national security. They have to be accountable to the citizens they are supposed to serve and today's action is one way to help ensure that accountability."





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WPA CALENDAR OF EVENTS

November 30, 2013 (Saturday)

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
December 3, 2013 (Tuesday)

6:00pm Arlington Chapter @ NASA Restaurant

December 4, 2013 (Wednesday)

9:00am North Sound Chapter

December 5, 2013 (Thursday)

Yakima Valley Chapter

 Free Admission www.museumofflight.org
December 6, 2013 (Friday)

6:30pm Paine Chapter

December 7, 2013 (Saturday)

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

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
December 11, 2013 (Wednesday)

9:00am North Sound Chapter

December 13, 2013 (Friday)

7:00pm Green River Chapter @ Trotter's Auburn

December 14, 2013 (Saturday)

10:00am Harvey Field Chapter @ Snohomish Flying Service

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
December 18, 2013 (Wednesday)

9:00am North Sound Chapter

7:00pm Olympia Chapter Meeting @ Pearson Air

December 19, 2013 (Thursday)

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

Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

December 21, 2013 (Saturday)

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
December 25, 2013 (Wednesday)

9:00am North Sound Chapter

December 26, 2013 (Thursday)

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

December 28, 2013 (Saturday)

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
January 1, 2014 (Wednesday)

9:00am North Sound Chapter

January 2, 2014 (Thursday)

Yakima Valley Chapter

 Free Admission www.museumofflight.org
January 3, 2014 (Friday)

6:30pm Paine Chapter

January 4, 2014 (Saturday)

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

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
January 7, 2014 (Tuesday)

6:00pm Arlington Chapter @ NASA Restaurant

January 8, 2014 (Wednesday)

9:00am North Sound Chapter

January 11, 2014 (Saturday)

10:00am Harvey Field Chapter @ Snohomish Flying Service

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
January 15, 2014 (Wednesday)

9:00am North Sound Chapter

7:00pm Olympia Chapter Meeting @ Pearson Air

January 16, 2014 (Thursday)

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

Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

January 18, 2014 (Saturday)

 BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
January 22, 2014 (Wednesday)

9:00am North Sound Chapter

January 23, 2014 (Thursday)

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

January 25, 2014 (Saturday)

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

On-Air Summit to feature House and Senate GA Caucus members

by General Aviation News Staff

Several members of the House and Senate General Aviation Caucus will travel to Wichita for the Wichita Aero Club's annual On-Air Summit Dec. 16.

In a year when Congress is occupied with everything from immigration to health care, it's easy to overlook the fact that the aerospace industry — and especially the general aviation segment — still face major challenges and a host of regulatory issues, club officials noted.

"It's a rare opportunity to have members of both the Senate and House General Aviation Caucuses all in one place at one time to address the state of GA," officials said in a prepared release.

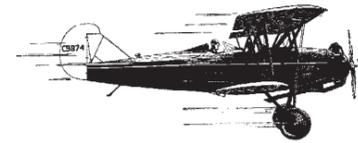
The On-Air Summit panelists include: U.S. Senator Pat Roberts: Roberts was elected to Congress in 1980 and represented the Big First District, including his home of Dodge City, in the U.S. House of Representatives. In 1996, he was elected to the U.S. Senate and is currently serving his third term. Roberts has built a reputation as a national leader in agriculture, health care and defense.

U.S. Senator Amy Klobuchar: In 2006, Klobuchar became the first woman elected to represent the State of Minnesota

in the United States Senate. As Senate Chair of the Joint Economic Committee and a member of the President's Export Council and the Senate Commerce Committee, she has been a leader in working to implement a competitive agenda to ensure businesses have the tools they need to grow and create good jobs in their communities. She also chairs the Judiciary Subcommittee on Antitrust, Competition Policy and Consumer rights.

U.S. Congressman Sam Graves: Graves chairs the House General Aviation Caucus. A pilot and perhaps GA's strongest advocate in Congress, he is a life-long resident of Missouri's Sixth Congressional District. Elected in 2000, he serves as the Chairman of the Small Business Committee. He also serves on the Transportation Committee where he continues to fight for Missouri roads, rivers, bridges, rail lines and airports.

U.S. Congressman Mike Pompeo: Pompeo is a second term congressman from the 4th District of Kansas. He serves on two major committees: Energy and Commerce, which oversees energy, health care, manufacturing, and telecommunications, and the House Intelligence Committee, which oversees America's intelligence-gathering efforts.



GAMA Chairman Pete Bunce: In April 2005, Bunce became President and CEO of the General Aviation Manufacturers Association (GAMA), which is headquartered in Washington, D.C. He and the GAMA staff travel worldwide engaging regulators, policymakers and elected officials to promote general aviation and advance the interests of GAMA's international membership of more than 80 airframe, avionics, engine and component manufacturers, as well as the world's leading business aviation maintenance, repair and overall companies.

Moderator Daniel McCoy: McCoy covers aviation, manufacturing and automotive for the Wichita Business Journal. A graduate of Wichita State University, he joined the Wichita Eagle as a correspondent in 2006 and moved to the Wichita Business Journal in 2008. He will moderate the ON-AIR SUMMIT panel.

The luncheon will be held in the Grand Ballroom of the Doubletree Hotel by Hilton at Wichita Airport and will begin at 11:45 a.m. and end at 1:30 p.m. Reservations can be made online or by calling 681-4471. Cost to attend the summit is \$30 for members and \$40 for non-members.

Washington State study examines aviation needs, funding

by Dan Namowitz

A study moving forward in Washington State is seen aiding policymakers who must decide how to fund aviation-system improvements, and has potential to act as a "springboard" to return more state aviation revenue to the system in the future.

A 24-member advisory committee for the airport investment study launched by the Department of Transportation's Aviation Division held an introductory meeting Oct. 30 at King County International Airport/Boeing Field in Seattle. AOPA Northwest/Mountain Regional Manager David Ulane serves on the panel. Its membership consists of airport, airline, general aviation, medical services, and business and elected officials from across the state.

The study will be conducted under the committee's guidance by international consulting group CH2M Hill, with a target completion date of April 2014.

With the effort being coordinated by state aviation officials, the study marks a departure from past reviews that had been under legislative auspices.

Washington State Department of Transportation Aviation Director Tristan Atkins explained in a February 2013 announcement that it was "important that we bring all

stakeholders to the table to take a closer look at potential options for Washington's diverse public-use airports."

The consultants, who advised the Port of Seattle on a \$3.5-billion capital development program, will evaluate short and long-term maintenance, safety, and capacity enhancement needs at the state's 136 public-use airports. The study will assess current funding levels, and provide a framework for developing airport investment funding and policy proposals for future legislative sessions, Ulane said.

That focus on policy development is where the report could "serve as a springboard for future discussions about funding options to address airport investment needs," he said, adding that his service on the advisory committee reflects AOPA's "consistent engagement in the state's aviation issues."

"AOPA will work to ensure that any funding options that arise from the study minimize the impact on our members and the general aviation community," he said.

Ulane noted that airports in Washington State "will require significant investments going forward to maintain an adequate level of safety and efficiency," and urged members who may have an opportunity to participate in the study to do so, given its importance for future policy.

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