



# Wings

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Serving Washington Pilots Since 1960

December 2014-January 2015

## President's Message...



Les Smith,  
WPA President

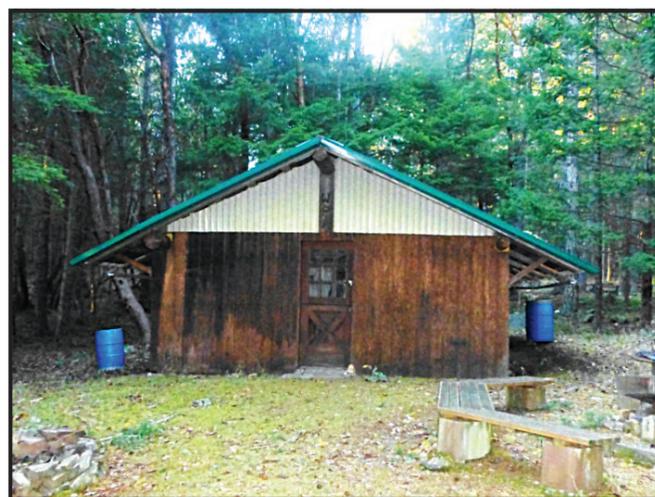
WPA is an all-volunteer organization working for General Aviation in the state of Washington. Nearly everything we do falls under one of the pillars of Advocacy, Outreach, Education and Social Activities. We are busy with testimony in Olympia, or land use hearings around the state. We host airport events that reach out to neighboring communities. We are holding seminars - on maintenance, new technology and crossing borders. Our Chapters' calendars are busy with hangar parties, aviation movie nights or Saturday morning fly outs. We are organized in 20 chapters across the state. Most of these chapters are associated with airports, but we also draw from areas larger than specific airports, including an at-large membership. It is the Chapter that is the basic element in WPA. Oh sure, there's a State Board. We work to keep the organization as vital, relevant and engaged as when this Association was formed nearly 55 years ago. But there's no "puzzle palace" headquarters. When we meet, we are hosted by chapters. And while we serve temporarily as state officers we are foremost members of our respective Chapters. All of those activities listed above are held by CHAPTERS, fueled by their members to defend and share and teach about this passion for aviation we all hold in common. I recently had the good fortune to join the Bremerton Chapter in an afternoon of fun. One sunny afternoon, Greg Williams graciously opened up his hangar to host a simple pot luck. You can read much more and hopefully there are a few photos elsewhere in this issue (particularly Chapter President Jim Posner in his chef's

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## Stuart Island Could Be Your Best Trip Ever!

Photos and story by Travis Walters

I have the distinct pleasure of flying a Symphony SA-160 out of Harvey airfield (S43). I also belong to the Washington Pilots Association and with that membership I can use the cabin the association hosts on Stuart Island. I had never landed on the island and I certainly hadn't been to the cabin so I've wanted to find a reason to try it out for several weeks. While looking over what the cabin



had to offer on the WPA website I realized it had been a tough week at Amazon; business reviews, technical reviews, problems, overbooked schedules. All the usual work pressures but perhaps a bit more than usual. I could see the same was true for a friend of mine (an Amazon colleague) so I suggested we try out the cabin. I sent an email to Tom and asked if there was any way I could use the cabin that weekend. We were in luck, it was free for us to use! So after our last Friday night meeting in South Lake Union we tossed our gear in my car and headed straight to the hangar.

We got there in no time but feeling

the pressure to get to Stuart Island before sunset, we rapidly loaded the plane with our cargo. Water, firewood, personal gear, food and some fly-fishing equipment were all unceremoniously tossed in the plane and secured. After pre-flight and a quick run-up, we put the throttle to the panel and set a direct course for Stuart Island. Turns out we didn't need to rush. After a pleasant 35 minute flight transitioning through Whidbey airspace and a short cruise over the beautiful San Juan's, we were flying over Stuart Island's grass runway to survey our landing. It's a bit of a steep approach from the east with John's Island being close to the base leg but nothing to worry about. It turns out the turf is well kept

We didn't expect much having never been there and figured it would be pretty lean on amenities given it is sequestered on an island. It's got to be rough, right? Turns out its really quite nice! The ample number of vinyl framed windows are quite nice and look like they had been recently installed. There are plenty of sleeping options including king size bunk beds! There's a large fireplace with a decent futon sofa in front of it, a large bench table and a nice kitchen area complete with a Coleman cook stove and ready to use propane. There's even a lantern hanging from a central beam just waiting for a tired pilot to throw it a match to quickly provide light to the cabin interior. As we worked our way through unloading gear, prepping a campfire, getting dinner going, we realized the cabin has had years of pilot tuning. Just a lot of common sense to it that makes getting settled in easy including a wheelbarrow that comes in really handy when hauling gear to and from the airplane. Nice!

As we lost the last of the evening's light, we slowly cooked burritos for dinner on the outdoor fireplace and enjoyed some conversation over the perfectly unbroken quiet you can only find on an island. As we talked we gradually realized we had a visitor. A doe had quietly walked into our camp and looked interested in what we were doing. Figuring it was worth a shot we grabbed some oats to try and feed them a little. We ended up hand feeding not one but two brave does that evening. Tired after the long day we retired to our respective bunks. We were already



and offered a soft rollout after easily avoiding the herd of deer languishing on the threshold. Taxing onto the 'ramp' also offered some interesting deer avoidance maneuvers that mostly involved waiting for the fawns to stop bouncing around and simply get out of the way. They were quite fun to watch and we were already smiling and thinking this was going to be a really good trip.

The island is heavily forested and has lush green lawn in the open meadows. There are easy walking paths and dirt roads with incredible views everywhere you look. There are beaches at either end of the airfield certainly within easy walking distance if you decide to visit them. The sunset that evening, as we unloaded our gear from the plane, was simply breathtaking. The cabin, rustic and simple as it is, was a very pleasant surprise.



really enjoying ourselves and were beginning to wonder what would happen next.

The next morning I awoke and my buddy had already headed out to the nearby shoreline in an attempt to catch some fish. I'm not a morning person so I thought, to each his own and settled down outside the cabin with some coffee to enjoy the quiet, cool morning. My friend returned saying he had met an islander who was heading out to do a little salmon fishing northwest of San Juan Island near

(Continued on page 6)

## 2014-11 Wings Legislative Report

By Blake McKinley

Earlier this month the midterm elections were held. In a nutshell, in our state, 98% of incumbents retained their seats.

Listed below is a summary of the election results for the Legislature and Congressional races.

The information was obtained from: <http://results.vote.wa.gov/results/current/Legislative.html>

### WA Legislative races (49 districts)

#### Senate

100% of incumbents winning

25 Senate races

2 running unopposed

3 races where both candidates were newcomers

#### House

97% of incumbents winning (85 of 88)

98 House races

16 running unopposed

10 races where both candidates were newcomers

Newly elected Senators to the Legislature:

(Continued on page 8)

### Washington Pilots Association

PMB 397, 227 Bellevue Way NE

Bellevue, WA 98004-9721

### Member Benefits Renewed

The WPA board members voted to renew the alliance with American Income Life which provides \$3000 of death benefit to WPA members at no cost. A couple of members have commented that they do not want a sales person calling on them. It is very simple, if you don't want anyone to call, don't send in the response card. If you send in the card, a sales person will contact you regarding other products from American Income Life. Several WPA members are participating in the program and are satisfied with the relationship.

AIL has similar group relationships with other organizations like Washington State Patrol, several Sheriffs offices and organizations similar to WPA.

Another member benefit is liability insurance for WPA gatherings. If your chapter has a gathering that requires an insurance certificate from the city or other governmental body, WPA has an insurance policy to cover these events. There are restrictions. Contact Les Smith for more details.

### Southwest Washington Regional

2215 Parrott Way Kelso, WA 98626



Located in Kelso Washington. current Runway 4391' X 100'. Fuel available 24 hrs, 100LL and Jet A. Asphalt surface. Elevation 20'. Tie downs and Hangars available. REIL, PAPI and runway edge lights equipment. Hotels shopping and dining readily available. Activation May5, 1941.

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

#### AIRPORT CHARACTERISTICS

Location	Service Classification	Approach
Legislative Dist: 19	Federal: General Aviation Airport	Airport Elevation: 20
Associated City: Kelso	State: Regional	Approach Category: B: 91 to < 121 knots
County: Cowlitz		
Organizational Structure	Runway(s)	Type of Airport
Ownership Type: City Govt.	Number: 1	FAA: IIB
Owner: City of Kelso	Type(s): Asphalt	Description: Cessna Citation

#### AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet 1
Air Ambulance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Multi-Engine 5
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine 66
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based 0
Aerial Surveying	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Glider 0
Wildland Firefighting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Military 0
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight 3
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane 0
Civil Air Patrol	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<b>Total</b> 75
Cargo Activity	<input type="checkbox"/>	<input type="checkbox"/>	<b>Fixed Based Operators</b>
Flight Training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIS Last Updated: 12/21/2010
Commercial Carrier Activity	<input type="checkbox"/>	<input type="checkbox"/>	No. of FBOs 1

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

Airport	Classification		
	Low	High	
Based Aircraft	75	5	658
Operations	9,128	4,254	142,000

Year	2005	2006	2007	2008	2009	2010
Military Itinerant	343				0	128
Military Local	343			50	50	0
Commercial Air Taxi	1675			0	0	0
Commercial Air Carrier	0			0	0	0
General Itinerant	14527			18800	10800	4296
General Local	15223			19700	30000	4704

#### 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:	Cowlitz
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	10	7	17
Labor Income	\$ 805,000	\$ 270,000	\$ 1,075,000
Output	\$ 1,900,000	\$ 752,000	\$ 2,652,000

##### 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:	\$ 209,700		Total Impact	All State Impacts	% State Impact
	Direct	Indirect/Induced			
Jobs	2	1	3	94,000	0.00%
Labor Income	\$ 60,000	\$ 48,000	\$ 108,000	\$ 3,311,700,000	0.00%
Output	\$ 171,000	\$ 149,000	\$ 320,000	\$ 10,160,600,000	0.00%

#### FISCAL IMPACTS

##### Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 2,500	\$ 1,100	\$ 3,000	\$ 31,000	\$ 37,600
Visitors	\$ 1,600	\$ 1,600	\$ 1,600	\$ 9,800	\$ 14,600
Total	\$ 4,100	\$ 2,700	\$ 4,600	\$ 40,800	\$ 52,200

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

# Kelso Aviation at Southwest Washington Regional Airport

Denny "Lucky" Wise has an aviation history which most pilots can only dream about. He also owns and operates Kelso Aviation, the FBO at Southwest Washington Regional Airport, formerly known as Kelso/Longview Airport or KLS.

Denny soloed at 16, got his private license when he was 17 and by 18 had his commercial pilot's license. Indeed, he was crop-dusting orange groves in Florida with a B-25 while he was still a teenager. Denny joined the Air Force in 1975 where he primarily flew F-4's, F-5's and F-15's. At one time he belonged to the U.S. Skydiving Team. He has also flown the P-51, T-6 and T-28 among numerous others, but that was just for fun.

Denny bought Kelso Aviation in May 2006 after retirement from the Air Force where he had a 30-year, distinguished career. Where did he get the nickname "Lucky"? Well, that

was his Air Force "Call sign". Anyone who has seen Top Gun knows what that is.

Kelso Aviation is a full-service FBO, offering 100LL and JetA fuel; flying lessons in either company owned or the student's airplane, and maintenance. They have three aircraft for rent, a C-150, C-152 and a C-172. Lessons can be taken in any of the three available aircraft.

Denny also runs a fire-patrol operation during the fire season which generally extends from June to Mid-October. This involves private contracts with timber companies which must have their operations checked daily after shut-down to make sure the hot equipment does not inadvertently cause a fire after the workers are gone for the day.

Kelso Aviation is located on the East side of the airport at 2215 Parrott Way; email kls@kelsoaviation.com or phone 360-414-4333.



## President's Message

(Continued from page 1)

regalia). The point is that for this to occur, no one had to work very hard, and yet the sum of those individual efforts led to an outcome far greater. A home run is how I heard it described. There might be fewer pretty days ahead, but every chapter has a hangar or member's home that could shelter some folks as they break bread and share a few flying stories. I encourage you to make something like that happen in your own chapter. You're almost guaranteed to get more out of it than any single one will put in. In the process, you'll be strengthening your Chapter and the fabric of this Association.

With elections concluded, we have an opportunity to meet our state legislators before they descend into the whirlwind of the next legislative session. I hope you know the AOPA Airport Support Network volunteer for your airport, and I hope you know who on your field from WPA is active and engaged. You should consider them a resource, to join with you in hosting your state legislator, sharing what's important about aviation. Here at the state level, that message is about airport funding shortfall. Save the Hangar usage issue and 3rd class medical reform for your US congressional rep. Meeting with your state legislator will offer the chance to tell the funding message, but even more importantly it will afford the opportunity to share some time together and build a personal rapport. When I or others testify before them

in Olympia, it won't be me they'll see. It will be those of you with whom they shared a bit of time in a hangar or a local flight above their district. Those are memories that last a lifetime and that's some of the most effective mindshare to be had.

(Aren't sure what to say? See my email at the end and send me a message for some help.)

This is our final WINGS for 2014. It won't be long before we'll have the opportunity to meet again in Puyallup. It has been a good year for your Association and I hope for you, as well. It's my wish that you navigate this holiday season safely and with good abundance for you and those you love.

Watch the weather and go fly! There's nothing like getting above it all!

If any of the above triggers a thought or a comment that you would like to share, please drop me a message at president@wpaflys.org.

#### WASHINGTON PILOTS ASSOCIATION



### WPA Wings

A Publication of the Washington Pilots Association  
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Bellevue, WA 98004

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

Send typewritten or handwritten articles to:  
PMB 397, 227 Bellevue Way NE  
Bellevue, WA 98004-9721

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

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

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Be smart, and please fly safely.

### Washington Pilots Association

#### Executive Committee & Officers

President: Les Smith	425 493 0451
Past President: Dave Lucke	509 326 2599
VP West: Steve Waterman	425 478 4292
VP East: Darold Shultz	509 999 5835
Treasurer: Jim Swartwood	360 377 8570
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#### Directors:

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Membership: Frank E. Hummel	206 499 9384
Safety & Education: Ken Davies	360 202 0836
Legislative: Blake McKinley	509 924 0070
Dir at Large: Jim Posner	360 626 4421
Communications: Marian Heale	509 624 1092

WPA Website: <http://www.wpaflys.org>

## NOMINATIONS FOR WPA BOARD POSITIONS

The nominating committee is accepting nominations for the following WPA board positions:

- ✦ **President** (one year term)
- ✦ **Vice President West** (two year term)
- ✦ **Communications Director** (two year term)
- ✦ **Legislative Director** (two year term)
- ✦ **Director @ Large** (two year term)

If you might be interested in serving in one of these positions please contact Dave Lucke, Darold Schultz, or Steve Waterman. Contact info is on page two of this issue.

# Fall Foliage Flight: A Great Day to be a Veteran

Photos and story by Bret Bowers, PAO

The staff and volunteers at Mann-Grandstaff VA Medical Center continue to support events and celebrations honoring Veterans at the medical center and throughout the community. Earlier this month Veterans arriving at Felts Field in Spokane, shared smiles brighter than the morning sun peeking through the clouds and glistening off the red maple tree

of flying a plane.

“We love doing this for Veterans,” said Terry Newcomb, a private pilot and an Army Veteran himself. “The Vets are so appreciative and it makes our hearts feel great offering it to them and seeing their reactions and joy.”

Veteran Vic Hugo, who spent 30 years in the Air Force and still volunteers to help other



Pilot Duane Lukan reviews the flight plan in the cockpit of his Beachcraft Bonanza. In addition to flying Veterans, he and other WPA pilots fly orphans from the Hutton Settlement to Priest Lake, Idaho every summer for a day of fun and adventure.

leaves nearby. Excitement was building for a once a year event, the “Veterans Fall Foliage Flight.”

For 23 straight years, private pilots of the Washington Pilots Association (WPA) have reserved the first Saturday in October for military Veterans excited to see Mother Nature from the air. Members of the WPA and pilots with the Experimental Aircraft Association (EAA) in Spokane, generously donate their time, their aircraft, fuel, and a post-flight brunch for everyone to enjoy together.

“We have so many Veterans with disabilities, homelessness, PTSD symptoms and other ailments, that from a therapeutic aspect, makes this day and their flight so beneficial,” explained Pam Wick, a VA Recreational Therapist. “You can just see the joy in their faces.”

Two dozen Veterans and families climbed into the cockpits of fourteen separate aircraft for a 60-minute round-trip flight from Spokane to Bayview, Idaho, south to St. Maries, Idaho and back to Felts Field. They flew



A view of Lake Coeur d'Alene.

in Beachcraft Bonanza's, Cessna's, Piper Cub's and even some Vintage aircraft models. The enthusiasm was high and the views from 6,500 feet in the air were spectacular.

“It's a pleasure for us to take the Vets up and honor them for their military service and sacrifice,” said Dan Melville, an EAA member flying Veterans for the second straight year. “The American public needs to appreciate Veterans for their service.” Once airborne, the pilots share the flight plan, explain the instruments and let Veterans feel the excitement

Veterans at nearby Fairchild AFB and at the VA, took his first flight aboard a small private airplane, a Beachcraft Bonanza flown by young pilot Andy Ifft. “He did great, gave me a smooth flight, explained everything and made it so comfortable and really enjoyable.”

Picking out the fall colors was a challenge for some. But there's no mistaking the gold of the Palouse country, where rolling wheat fields are complimented by the shades of brown from the freshly plowed farmlands. Then there's the green from the Bull and White Pine trees in the canyons and foothills of the Cabinet Mountains. The hues from the beautiful blue lakes, rivers

and streams below, stretch from Montana, through the Idaho Panhandle and into Spokane.

There's wilderness and backcountry, but not too far from summer cabins, glamorous homes, and the scenic waterfront of Lake Coeur d'Alene. At 160-knots, it only takes a few moments to see the sprawl of the Spokane Valley, Interstate-90 and the winding Spokane River. From the air, it's easy to realize the Inland Northwest is a unique blend of urban and rural lifestyles that are only minutes apart.

After touching down, the planes taxied



U.S. Army Veterans Dan Whipp and Jeffrey Yeado of Sprague Lake, WA enjoy lunch after the Veterans Fall Foliage Flight from Felts Field.

back to the EAA hangar where the Veterans and pilots all shared lunch and their stories about what they saw and how it made them feel.

“I am speechless right now,” said Veteran James Earl, taking a well-deserved break from classes at Eastern Washington University through the VA's Vocational Rehabilitation and Employment (VRE) VetSuccess program. The former Air Force metallurgist added, “amazing is an understatement!”

He was enjoying the post-flight lunch next to two Veterans who couldn't have agreed more. “I'll do it again next year,” said Jeff Yeado, an Army Veteran who was invited by fellow Veteran and neighbor Dan Whipp from Sprague Lake, WA. “These pilots are just super, donating everything, including the fuel. I had the whole back-seat to myself and could take pictures out both sides of the plane. It was really beautiful up there.”

For pilot Marian Heale, the Veterans flight helps ease some painful memories for her and the Vietnam War Veterans she recalled while working as a stewardess in the 1960's.

“I saw their faces coming out of Vietnam,” she said. “What a horrible thing to see an 18-

year old, so shell-shocked and so vacant. They just stared, but couldn't see anything. I wish America would have been more clear that people were against the war and not against the Veterans. We owe them a make-up. We owe them for what they've done for this country. This day is a day they get a little payback and we can see it in their smiles.”

Vietnam Veteran William Lentz brought his girlfriend Diana along for the flight. You could see the excitement in his face when he was among the first to arrive at Felts Field for the flight. “I couldn't sleep last night. We felt like a couple of kids we were so excited.” Lentz served aboard the USS Midway, where Naval aviators in F-4 Phantoms were credited with shooting down the first two MiG Fighters in the Vietnam war. “Today was the highlight of my life,” he said with a grin from ear to ear. “I've always wanted to fly, wanted to be a pilot, but could never afford it. To be here with a bunch of Veterans and share this whole experience with them and these generous pilots. It's amazing! I had a hard time when I first came back from Vietnam. Many of us did. But today is good and I am glad I'm a Veteran now.”

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[www.bergstromaircraft.com](http://www.bergstromaircraft.com)



Many thanks to the Washington Pilots Association for donating their time, planes, and fuel to fly Veterans and families during the 23rd Annual Veterans Fall Foliage Flight October 4, 2014.

# WPA Chapters Around the State

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

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

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

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

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

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

**DEER PARK** - Deer Park chapter meets at

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

**GREEN RIVER** - The Green River Chapter meets on the 2nd Friday of February, April, June, August, October and December for dinner and an aviation program. **For meeting information and other chapter activities, including group flyouts, WINGS programs and other special events please visit [http://www.wpaflys.org/Chapters/GreenRiver/EnRoute\\_Monthly\\_Editions/current.pdf](http://www.wpaflys.org/Chapters/GreenRiver/EnRoute_Monthly_Editions/current.pdf) or send an email to the Chapter President Jim Flynn at [JKRV6A2@skynetbb.com](mailto:JKRV6A2@skynetbb.com) or call 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](mailto: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.**

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

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

**SOUTHWEST/VANCOUVER** - The Southwest/Vancouver chapter has the following meetings scheduled for 2010: 4<sup>th</sup> Thursday in May and September at 7:00pm and Sunday Brunch on December 4. Meetings are held at the Dollars Corner Fire Station. **For more information, contact**

**Bob Brown at 360-607-5060.**

**SPOKANE** - Meetings of the Spokane Chapter are usually held on the third Wednesday of each month over dinner at Darcy's at the old University Mall at University and Sprague beginning at 6:00 pm. Meeting program information and upcoming special events can always be found on the WPA webpage under the Spokane Chapter tab. **For more information, contact Chapter President Charlie Cleanthous, [ccleanthous@comcast.net](mailto:ccleanthous@comcast.net) or call 509-496-9109.**

**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](mailto: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](mailto:fwinge@techline.com), 360-289-4186.**

**WENATCHEE** - **Don Flick, [donaedflick@nwi.net](mailto:donaedflick@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](mailto:cindyfahsholtz@yvmh.org).**

## Hangar Regulations Viewed as Overreaching Spokane International Airport, tenant association object to proposed FAA hangar policy

By Katie Ross - Reprinted from the Spokane Journal of Business

Spokane International Airport and the Spokane Airport Tenant Association claim a controversial airport hangar use policy proposed by the Federal Aviation Administration has significant flaws. The policy outlines the use of hangars at any airport that receives federal grants. It specifically outlines regulations for the use of hangars for non-aeronautical purposes. FAA has closed the commenting period on the proposed changes and hasn't taken any other action yet. "It's a really broad-based policy that's seeking to regulate what ways hangars can be used at airports, as well as the size of hangars and the activities that go on inside of them," says Larry Krauter, CEO of Spokane International Airport. There are roughly 200 hangars between the Spokane International Airport and Felts Field that could be affected by this policy, Krauter says. At this point, there isn't a timeline for implementing the policy, he says. "I think the FAA did not anticipate that there would be so many comments made," he says. "I think they're going to take quite some time to consider these comments before coming out with a new policy. It could take months." Marcia Alexander-Adams, a Washington, D.C.-based spokeswoman for the FAA, confirms that the agency currently is reviewing all of the comments on the policy and doesn't have any further remarks at this time. Krauter says the hangars are usually under multiple ownerships, including a mix of private and public owners. That the FAA is trying to regulate

and adopt a hangar use program that followed the federal policy, and perform inspections on the hangars. "We may walk in and someone may have a welding machine in their hangar, and we have to determine if that's okay or not," he says. "It's micromanagement at a significant level." The policy also seeks to make certain portions of the FAA's Airport Compliance Manual binding to airport employees who aren't currently regulated by the FAA, Krauter says. "They start taking part of this manual,

money, airports allow non-aeronautical use," he says. "They could store boats in there, or bicycles, or you name it. So there's an element of that, and the FAA is trying to develop a policy of how it will all work." Krauter says the airport has an obligation to ensure that hangars leased for non-aeronautical uses aren't being taken away from aeronautical uses. Beyond that, however, the federal agency shouldn't be involved, he says. "It's an overreach of substantial magnitude," he says. Krauter

of such operations ... "The definition goes on to say aeronautical activities include general and corporate aviation, air taxi and charter operations, pilot training, crop dusting, aerial advertising, sale of aircraft parts, and more. "Why would they not use that definition?" Krauter says. "It's the one we've been working with for a very long time ... there's a whole lot of other things they should be considering aeronautical activities. A lot of it centers on aeronautical assembly projects." The FAA's

authorized aeronautical uses list does include the final assembly of aircraft, but Krauter says that is an obscure term that could mean a lot of different things. "Do they want people to build the airplane in their garage or someplace and then bring it to the airport and make minor assembly adjustments?" he says. "Again, we just don't know what they mean by that. It's been interpreted as being against assembling aircraft from kits from beginning to end in the hangars." McKinley's letter also addresses the definition of aeronautical activity, specifically as it relates to the construction of aircraft. "Only the environment found at our nation's airports, where other builders are constructing aircraft, creates a synergism which promotes safety over the individual who is constructing their aircraft in isolation," he says in the letter. "The FAA's perspective that building aircraft components is non-aviation (activity) is illogical and incomprehensible." McKinley's letter also contends that another part of the agency's definition



Larry Krauter, Spokane Airports CEO

privately-owned hangars is worrisome, he says. "That's where, in particular, some of the tenant associations around the country are very concerned," he says. "A lot of hangars were developed with private funds." Blake McKinley, a member of the Spokane Airport Tenant Association's board of directors and the author of a letter it has written to the FAA, describes the policy as an overreach. In his letter, McKinley says, "The bottom line is that hangar use can and should be locally administered." Krauter says that the policy, as proposed, would require the airport to develop

and are trying to turn it into law and regulation without going through the proper process," he says. "This is a problem that has been occurring with the FAA more frequently in the last several years." Specifically, the hangar use policy would require airports to regulate hangars being used as residences, something the airport sees as too subjective and difficult to define. The policy also would require the airport to submit a request with the FAA to lease a hangar for non-aeronautical uses, Krauter says. "In many airports, there may be sufficient capacity that, in order to earn some

also says the policy's definition of what are authorized aeronautical uses is inadequate. The policy defines authorized aeronautical uses as the storage of operational aircraft, the final assembly of aircraft, and the short-term storage of nonoperational aircraft for maintenance, repair, or refurbishment. This list is missing many FAA-recognized aeronautical activities, Krauter says. The agency has previously defined aeronautical activity as, "Any activity that involves, makes possible, or is required for the operation of aircraft or that contributes to or is required for the safety

of authorized uses, the short-term storage of nonoperational aircraft for maintenance or repair, is outside its authority. "The FAA has no business stipulating either a soft, hard, or arbitrary timeline for repair, maintenance, or refurbishment," his letter says. Repairs and such take time, especially when parts need to be ordered, McKinley's letter says. The airport also states that the FAA's proposed policy would create much more paperwork and documentation requirements for the airport, which would violate the Paperwork Reduction Act of 1980.

## IFR Training and Winter

By Tom Morris ATP - CFII, MEI, CFI rotorcraft-helicopter

I heard an excellent question asked at a Spokane Chapter WPA meeting after a very experienced aviation speaker spoke about some of the cautions that should be considered and/or anticipated while flying. First, you can never plan for everything that may happen, but you can mindfully be engaged in your every changing environment and surroundings. The question was about IFR training during the winter months, what recommendations would there be? The answer I believe, was to be very careful and basically stay in VFR conditions if not in an aircraft that has de-ice capabilities when flying in temperatures near or below freezing.

As an instructor and charter pilot based in Yakima many years ago, the majority of my flights were between Yakima, Seattle, Portland and Spokane. Fortunately, a very knowledgeable local instructor trained me. He gave me a list of his Rules of Thumb that influenced my dealings with winter flying.

1) There is always risk-know your, and the plane's limitations

2) Always have an alternate plan of action for instrument and/or electrical failures

3) Know the area's winter patterns. (I will speak to this later)

4) Never fly a non-deice equipped airplane in solid cloud cover to highest cruise altitude possible, unless there is a 1500-foot cushion between the lowest MEA or Min Vectoring Altitude and the freezing level.

(Flying between layered cloud levels, or to on top-refer to rule number 1)

5) Flying in the Northwest on the windward upslope side of a mountain range may create an ice belt 2000-4000 feet thick.

6) If ice is encountered, do something-descend if you can, climb, turn around, tell the controllers, get vectors for more favorable conditions Note: always climb at the highest speed possible to prevent under wing ice loading. When the wind blows inland from the coast regardless of temp it tends to pick up moisture. As this air mass is forced up the mountain slope it cools, as it cools it can't hold as much moisture. Depending on the amount of moisture, temps and dew points, it can do a number of things. It usually always makes clouds; there may be so much water in the air it could rain (SEATTLE). If the temps are cool enough, snow and ice should be anticipated. As this wet air is pushed up the slope it finds a level where once again climate conditions will form a layer of concentrated moisture. My experience flying out of Seattle to Yakima usually put that moisture between 4000 and 8000 ft MSL. Going into Seattle we were taught to hold off descent as long as possible, but still be able to get down. If ice was encountered you were closer to your destination and usually transitioning to above freezing levels. Leaving Seattle for destinations eastward, we were taught to ask for a turn west to climb and then back to cross the SEA VOR at or above 8000 feet. We had two things in our favor at this point, we were probably above the worst of whatever ice that might have occurred, plus we had a tail wind helping speed the trip

across the mountains. A caution was always added when a cold front is moving into the area, in the winter. Water from warmer air falling into a cold air mass could result in freezing rain. A cold front moves in under the warmer air. Freezing rain can and will cancel airline departures and arrivals. Refer to rule number 1.

The Spokane area has it's own weather patterns that we as pilots have to deal with too. Much of the same theory when the wind out of the west approaches the mountains east of Spokane even though not as much moisture will be picked up coming across the middle of the State it will still be forced up the slope and will end up cooling down, and once again may create a more concentrated moisture layer on the upslope. The BIG difference between Seattle and Spokane is our minimum altitudes, and the Freezing Level. You can usually get below the freezing level in Seattle, but not always here in Spokane. As an IFR student you need to get experience in actual IFR conditions, do that with an instructor. Your first time IFR on your own is still a rush. I flew night and day VFR/IFR for 4 years in mostly high performance single engine Beechcraft and Cessna aircraft between the airports above using the advice listed above. I hope it will shed some light and insight into your winter weather flying. By no means are these Rules of Thumb the Golden Rule, but they were shared with me to help aid in my decision making.

Our company experienced 3 single engine aircraft engine failures on the Continental engines used in the Turbo Centurion and Turbo Stationair. Turns out there were some bad crankshafts in some engines that year. One of our pilots experienced a failure in IFR conditions descending into Seattle with a 400 ft overcast. He and his passenger survived because he was high and using speed to descend. When the crank broke he was able to convert speed to altitude and was able to get vectors to an ILS at BFI. The controllers aided him on altitude staying purposely above the glideslope. The controllers gave him distance and altitude recommendations while he worked to stay on the localizer. At a half mile at 800ft above the airport he lowered the gear on the T210, checked the descent rate, added flaps and broke out at about midfield and landed without incident. (Some seat clean up required I'm sure) Had he not held on to his altitude and started down later than a normal profile, chances of making an airport in low IFR conditions would have been remote. Tony our pilot, made a specific point of thanking our instructor for his advice on Single Engine IFR Seattle procedures. It did make a difference that day. The other two failures put a T210 down 30 miles west of Spokane in plowed field (VFR) and went over on it's back with only a small cut on the pilots nose. The other aircraft a T206 experienced a crank failure during shut down on the ramp at YKM from a trip back from PDX.

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## FAA Must Address Key GA Issues, AOPA tells Congress

Elizabeth A Tennyson | Director of Government Affairs and Executive Communications, AOPA

AOPA President Mark Baker highlighted issues affecting general aviation oversight, regulation, and certification during testimony before the House Transportation and Infrastructure Committee Nov. 18.

Baker, who gave testimony during the hearing, "FAA Reauthorization: Issues in Modernizing and Operating the Nation's Airspace," told committee members that the general aviation industry is under stress made worse by outdated and cumbersome FAA regulations and procedures.

"The regulatory and certification processes used today may have been needed 30 or 40 years ago, but they simply cannot keep pace with today's rapid changes and improvements in technology," Baker told the committee. "Changing these processes in ways that lower costs, reduce bureaucracy and improve safety will help grow general aviation. These should be our collective goals."

The committee will play a critical role in FAA reauthorization, the process of enacting legislation to authorize funding and set policy priorities for the agency.

During his testimony, Baker cited three specific areas where the general aviation community needs greater support and responsiveness from the FAA—third class medical reform, aircraft certification, and the ADS-B Out mandate.

Baker told committee members that third class medical reform is long overdue, especially given that the requested changes would simply expand an existing FAA standard safely used by sport pilots for more than 10 years. He added that medical reform is a top priority for AOPA members and the association is committed to continuing to work on a legislative solution in the next session of Congress.

In other areas, Baker told the panel, the highly prescriptive and inflexible nature of FAA regulations has prevented safety advances from reaching the GA community.

"While the FAA's desire to create a 'gold

standard' for safety is admirable, in practice this approach has had the opposite effect," Baker said. "Allowing products that offer incremental safety improvements to reach the market more quickly would lower costs, simplify flying, and ultimately improve safety for folks flying today and into the future."

Baker also told the committee that the FAA's ADS-B mandate is too expensive and threatens to ground or limit the use of many general aviation aircraft. Noting that more than 81,000 of the 188,000 certified piston-powered aircraft on the FAA registry are worth \$40,000 or less, and those aircraft have a weighted average value of \$25,800, Baker told the committee that the minimum \$5,000 cost to install required ADS-B Out equipment is beyond the reach of many aircraft owners.

Baker emphasized that funding the FAA through excise taxes collected on fuel, rather than a user-fee system, has proven both efficient and effective. He remarked that the FAA's nearly \$16 billion budget gives the agency sufficient resources to make needed changes in the way it oversees general aviation. The challenge facing the FAA, he said, is to use those resources to meet the needs of stakeholders and improve efficiencies.

"We need the FAA to embrace a system that can keep up with rapidly changing technology; that is comfortable with timely, economical, and incremental safety improvements; and that will actually work to reduce risk today for hundreds of thousands of GA pilots," Baker said. "When pilots, industry, and the FAA work together we see positive results for general aviation."

In addition to Baker, the committee heard from Calvin Scovel, III, inspector general of the Department of Transportation; Nicholas Calio, president and CEO of Airlines for America; Captain Lee Moak, president of the Air Line Pilots Association; the Honorable John Engler, president of the Business Roundtable; and Paul Rinaldi, president of the National Air Traffic Controllers Association.

## Federal Grant Money Could Mean More Commercial Flights To and From Yakima Airport

Robert Peterson, MPA | Airport Manager, Yakima Air Terminal

The City of Yakima's successful efforts to boost the number of people flying in and out of the Yakima Airport have gotten a helping hand from the U.S. Department of Transportation in the form of a \$290,000 Small Communities Air Service Development Program ("SCASDP") grant.

The City plans to utilize the SCASDP grant to both enhance a marketing campaign called "FLY YKM" it launched earlier this year and to provide so-called "revenue guarantees" to Alaska Airlines to offer a fourth daily flight to and from Seattle and to explore adding a flight between Yakima and Portland.

Senator Patty Murray, Senator Maria Cantwell, and 4th District U.S. Representative Doc Hastings helped the City secure the grant. 14th District State Senator Curtis King and 14th District State Representative Norm Johnson also lent their support to the City's application.

"We are excited about the possibilities to increase the number of flights in and out of Yakima now that we have been awarded this grant," said City of Yakima Economic Development Manager Sean Hawkins. "More people are using our airport, but the fact that there are currently only three flights daily between Yakima and Seattle has still been a hurdle for us. With this grant, hopefully we'll overcome it," said Hawkins.

The City will match the SCASDP grant

by investing another \$290,000 to ramp up the "FLY YKM" marketing campaign and to ensure Alaska Airlines will generate revenue on any flights it may add in and out of the Yakima Airport.

"This investment is a shot in the arm for economic development in the Yakima Valley," said Senator Cantwell, Chairwoman of the Senate Aviation Subcommittee, who wrote a letter to the U.S. Department of Transportation in support of the grant. "This grant will support Yakima Air Terminal's growth, with more flights to Seattle and Portland. Yakima is a key agriculture and manufacturing hub for our economy," said Senator Cantwell. "Growing air service in Yakima will help the area grow more jobs."

After missing out on a SCASDP grant last year, the City, which owns the airport, decided to take matters into its own hands. The City invested about \$70,000 during the spring and summer of this year on the "FLY YKM" campaign trying to encourage more people to hop on board Alaska Airlines flights between Seattle and Yakima. March through September historically see the lowest numbers of the year for Yakima Airport passenger boardings.

By all accounts, the marketing campaign has been a success. When compared to 2013, Alaska Airlines boardings at the Yakima Airport have increased every month since the "FLY YKM" campaign began.

## Stuart Island

(Continued from page 1)

Mosquito Bay. He wanted to know if we wanted to go along. Of course! We met up at Johns Pass, climbed into our new friend's boat and off we went. It turned out "the islander" owns a successful bar & grill in Arlington and knows a bit about cooking. He had fixed us some fantastic sandwiches and stocked the boat with all sorts of food. Our little impromptu fishing trip was simply incredible. We caught a wild salmon, that we released, and hatchery salmon, that we kept. Fishing was absolutely fantastic until the resident Orca pod showed up. Seems they were fishing for salmon as well, right alongside our boat. Unfortunately it seemed they scared away the fish but we couldn't really complain. We were honored to witness wild Orca so close to us so we couldn't really be disappointed in the lack of fish after their visit. We were also privileged to see porpoise wandering by and seal languishing on the rocks of Battleship Island. We even harvested some kelp for a seafood salad that would put even the most skilled chefs to the test. After spending as much time as we could on the water we headed back to Stuart Island. "The islander" filleted our salmon and packaged it up for our trip home.

As we made our way back to the cabin to start packing up for the flight home, we could see we needed to beat some rain showers and clouds that were moving in on us. There's no cell coverage out there so you have go with your eyes. No weather briefings there! We took a little time to clean up the cabin, my

new favorite place, and put things away. We made quick entry in the cabin logbook and vowed that next time we return we are going to make a quick trip to Roche or Friday Harbor and bring back some water to stock the cabin a bit. We tossed gear into the Symphony using that wheelbarrow I mentioned earlier and took off while being careful to avoid those deer on the runway. We completed a nice trip back to Harvey field, enjoying the beautiful sunset over the San Juan's.

We left, but we really didn't want to. We could only dream about spending more time there while enjoying a beach bonfire, salmon, shrimp and crab that "the islander" had offered if we decided to stay. He had been a great host to us and was simply a ton of fun to be around. We met and talked to a few other folks on the island and we were always greeted warmly. The Stuart island locals are just the best. Be good to them. Be good neighbors if you visit and they'll treat you well. They are kind and willing to improve your life with no expectation of being repaid.

If you choose to visit the WPA cabin on Stuart Island, I can't promise you the same experience we had but I think the island stacks the deck in anyone's favor. The Pacific Northwest is simply an amazing place and as pilots we are privileged to have such easy access to such impressive wildlife! Thanks for a great time and thanks for the privilege of enjoying the cabin WPA! Best trip ever!

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# Pilots, Planes & Paella

By Scooty Kellogg, Skyhawk N739RD 'Longtail'

Sunday, October 19th was a beautiful fall day, and a perfect day for a Bremerton Pilot's Association Fly-In & Hangar Party.

A dozen off-airport Pilots and Planes came in from PAE to PDX to join about thirty BPA members, including many wives and children.

Weather was nearly perfect, although described as sometimes "a little sporty" due to the gusty winds and perhaps too puffy

to enjoy seeing both new and old friends, sharing memories and making plans for new adventures, both in Olympia (!) and elsewhere.

Mid afternoon, Jim invited all present to join or renew their WPA/BPA memberships for 2015 with BPA Treasurer Mike Teninty. Nearly twenty old and new members did so - on the spot. Now that's a Win-Win.

Five beautiful Bonanzas representing the 'Northwest Beech Boys' also joined us, and delighted everyone with a 30 minute Formation Flying demonstration later in the afternoon.

President Les even flew co-pilot in #2 Wing with PAE pilot Rich Jones... Les told everyone he had a great time.

The Beech Boys' precise maneuvers and 'safety first' attitude reflected their quite regular practice regime and the

professional approach that they bring to civilian formation flying. Upon landing, they were greeted with enthusiastic appreciation and applause.

In late afternoon, President Jim Posner, after acknowledging our '...most gracious hangar hosts, Greg and Trish Williams, and my friend Doug Haughton without whom none of this would happen...', thanked President Les



clouds. Regardless, everyone landed safely and smoothly.

The gathering started shortly after noon. Planes were carefully parked and old and new friends greeted each other and enjoyed the abundant sunshine.

By 1330, the exceptionally delicious 'main course' Paella prepared by BPA President, Jim Posner, was ready to be added to the 'pot luck': a rather amazing variety of other salads, main dishes, beverages and desserts.

Paella is Jim's 'signature dish' for which he is somewhat famous at Oshkosh: a rather delectable and time intensive Spanish chicken, seafood and rice dish that has an amazing abundance of flavor. What a very special treat!

We were especially delighted to welcome, host and introduce to all our Washington State Pilots' Association President Les Smith, who flew his beautiful Cardinal in from PAE, to graciously join us for the afternoon.

Les and everyone else present seemed



Smith for honoring us, and assured the group: 'This was fun. We'll do this again'.

The Bremerton Pilot's Association hopes many more WPA members will join us at PWT next year, for another memorable Pilots, Planes & Paella.



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# Flying Haiku

Members are invited to share your flying Haiku efforts with your fellow WPA pilots. Send to [marianheale@q.com](mailto:marianheale@q.com)

Submitted by + by Mike White  
**Instruments: Check/Green**  
**Clearance: Get, Full Throttle**  
**Air Speed: Rotate, I Fly!**

**In the Clear Blue Skies of Early Autumn**  
**CAVU, No Wind**  
**We're Flying!**



Submitted by + by Les Smith  
**A voyage without footprint on wind-swept heights and sunward I have climbed.**  
 - with apologies to John Gillespie Magee

# Legislative Report

(Continued from page 1)

LD 13 Rep. Judith Warnick (R)  
 LD 37 Pramila Jayapal (D)  
 LD 48 Cyrus Habib (D)  
 Newly elected Representatives to the Legislature:  
 LD 4 Position 1 Bob McCaslin (R)  
 LD 13 Position 1 Tom Dent (R) – a professional pilot with a flight school  
 LD 14 Position 2 Gina McCabe (R)  
 LD 17 Position 1 Lynda Wilson (R) – unseated incumbent  
 LD 19 Position 1 Dean Takko (D)  
 LD 21 Position 1 Strom Peterson (D)  
 LD 25 Position 1 Melanie Stambaugh (R) – unseated incumbent  
 LD 26 Position 2 Dr. Michelle Caldier (R) – unseated incumbent  
 LD 28 Position 1 Richard Muri (R)  
 LD 28 Position 2 Christine Kilduff (D)  
 LD 31 Position 1 Drew Stokesbary (R)  
 LD 35 Position 1 Dan Griffey (R)  
 LD 42 Position 1 Luanne VanWerven (R)  
 LD 44 Position 2 Mark Harmsworth (R)  
 LD 48 Position 2 Joan McBride (D)  
 At the national level, all the Congressional seats were up for re-election and here is a brief summary:

**Congressional races**  
 There are ten US Congressional districts in WA. Nine of those ten races had incumbents running. All nine of the incumbents won. In the remaining district, the candidate endorsed by the retiring congressman also won.

**Congressional Members:**  
 CD 1 Rep. Suzan DelBene (D)  
 CD 2 Rep. Rick Larsen (D)  
 CD 3 Rep. Jaime Herrera Beutler (R)  
 CD 4 Dan Newhouse (R) – newly elected  
 CD 5 Rep. Cathy McMorris Rodgers (R)  
 CD 6 Rep. Derek Kilmer (D)  
 CD 7 Rep. Jim McDermott (D)  
 CD 8 Rep. Dave Reichert (R)  
 CD 9 Rep. Adam Smith (D)  
 CD 10 Rep. Denny Heck (D)

If you live in a district with newly elected state officials, take the time to foster relationships, encourage them to join the General Aviation Caucus. We need leaders at the local, county, state, and federal levels who will listen to the voice of general aviation. Just remember, they cannot hear that voice if each one of us is not working on the education piece. If you have any questions, feel free to contact me: [blake@spokaneendo.com](mailto:blake@spokaneendo.com).

## Efforts to Assist in Getting The Flying L Airstrip Re-Operational

By Mike White

At the WPA board meeting on Sept. 20, president Les Smith announced that the proprietors of the Flying L Ranch near Glenwood, WA had asked WPA to assist them in getting their airstrip back in operation. In exchange, they would be offering free lodging to WPA members and would host a weekend Fly/Drive-In in the spring when the airstrip is expected to be ready. I was excited about this because of a new flying destination and to partly make up for the loss of Vista Field. I volunteered to Les to be the contact person for WPA and to take the lead in the assistance efforts. Les agreed.

I studied the Google Earth image of the location, at N46.025°, W121.275° and downloaded a USGS map of the area. From this information, I determined that the highest elevation of the airstrip is 1901 ft. MSL, it is 20 NM on the 318° radial of the LTJ VOR, the NE/SW runway numbers are 04 & 22 and is about 2000 ft. long.

I have been in phone and email communication with the proprietors, Tim Johnson and Julee Wasserman. They invited me to drive over to visit, talk to them and get more information about the place. On Oct. 15, Marjy Leggett and I drove there. It is about a 3 hour drive from the Tri-Cities. From Goldendale, head west on hwy. 142 and in about 11 miles, turn north onto the Glenwood hwy. There is a sign. Another 24 miles of twisty road, crossing the Klickitat River, takes you to the Mt. Adams hwy., a quarter mile east of Glenwood. A sign at that intersection indicates the Mt. Adams Lodge is to the north. A half mile north on that road takes you to the entrance to the Mt. Adams Lodge, a right turn onto a gravel road takes you a short distance through the woods to the Lodge. The Lodge is shown on Goggle Maps/Earth.

We met Tim who was busy clearing trees that had grown up on the airstrip. Julee was in Portland at the time. He showed us the airstrip and told us a few details: While the airstrip had been historically called the Flying L Ranch, the place has recently been called Mount Adams Lodge at Flying L Ranch. They prefer this because it attracts a wider range of clientele. They are clearing the airstrip to add value to the property, draw more clients and eventually sell the property. He tells us that all the locals remember when the airstrip was active a few decades ago and are in favor of having it re-activated. While there had been an E-W airstrip, clearly seen on Google Earth, he does not plan to clear and re-activate it. He showed us the very nice rustic lodge and several of the cabins, all very nice. There is no cell phone service but there is Wi-Fi. I told Tim about the Washington

## AVIATION ACTIVITY CALENDAR

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
30	1	2	3 North Sound Chapter 9:00 am	4 Yakima Valley Chapter Free Admission <a href="http://www.museumofflight.org">www.museumofflight.org</a>	5 Paine Chapter 6:30 pm	6 9:00am Arlington Chapter @ Arlington Flight Services Fit School. Bkfst 0900, meeting 1000. Visitors welcome. EAA Breakfast @ 7S3 (Oregon) <a href="http://www.eaa105.org">www.eaa105.org</a> BBO Lunch @ KONP...
7	8	9	10 North Sound Chapter 9:00 am	11	12 6:30pm Green River Chapter dinner meeting; contact Jim Flynn <a href="mailto:JKRV6A2@skynetbb.com">JKRV6A2@skynetbb.com</a> , 206-498-4409. <a href="#">info link</a>	13 Harvey Field Chapter @ Snohomish Flying Service 10:00 am BBO Lunch @ KONP (Oregon) <a href="http://newportoregon.gov/dept/onp">newportoregon.gov/dept/onp</a>
14	15	16	17 North Sound Chapter 9:00 am Olympia Chapter Meeting @ Pearson Air 7:00 pm	18 Clallam County Chapter @ Rite Bros. Aviation 7:00 pm Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket	19	20 BBO Lunch @ KONP (Oregon) <a href="http://newportoregon.gov/dept/onp">newportoregon.gov/dept/onp</a>
21	22	23	24 North Sound Chapter 9:00 am	25 Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm	26	27 9:00am Pendleton EAA219 Pancake Breakfast; Pendleton, OR KPDT. Last Saturday each month. BBO Lunch @ KONP (Oregon) <a href="http://newportoregon.gov/dept/onp">newportoregon.gov/dept/onp</a> ...
28	29	30	31 North Sound Chapter 9:00 am	1 Yakima Valley Chapter Free Admission <a href="http://www.museumofflight.org">www.museumofflight.org</a>	2 Paine Chapter 6:30 pm	3 9:00am Arlington Chapter @ Arlington Flight Services Fit School. Bkfst 0900, meeting 1000. Visitors welcome. EAA Breakfast @ 7S3 (Oregon) <a href="http://www.eaa105.org">www.eaa105.org</a> BBO Lunch @ KONP...

**SEE MORE AT WPAFLYS.ORG**

(•••) Indicates there are more events on this day that didn't fit on the calendar. If you're interested in seeing all events on a specific day, please go to [WPAFLYS.ORG](http://WPAFLYS.ORG), click calendar at the top, and click on the day or event that interests you to see more.

DECEMBER 2014

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18 Wings Newsletter Articles Due	19	20	21 North Sound Chapter 9:00 am Olympia Chapter Meeting @ Pearson Air 7:00 pm	22 Deer Park Chapter @ Deer Park Airport Administration Building 6:30 pm	23	24 BBO Lunch @ KONP (Oregon) <a href="http://newportoregon.gov/dept/onp">newportoregon.gov/dept/onp</a>
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JANUARY 2015

law, RCW 4.24.210, which specifically limits property owners' liability, specifically including aviation activities and he should tell his insurance company about this.

In my investigations, I learned that the way to apply to the FAA for activating an airport is by means of FAA Form 7480-1. This form requires information about the runway's elevation, length, width, orientation, coordinates, gradient, obstructions, etc. It also requires an attachment drawing of the runway, indicating this information. I have also prepared a figure, including a portion of the USGS map showing elevations. I am in the process of filling in this information on the form and producing the attachments.

On Oct. 19, Ed Keenan, a WPA, member flew with me to the Flying L where we made about 6 orbits at about 1500 ft. AGL while Ed took many pictures of the facility. The three hour road trip was a 50 minute flight in my C-177B from Richland via Goldendale.

Per an invite from Tim and Julee, my wife, Kathy, and I drove to the Flying L where we met Tim. He set us up in a comfortable cabin for the night and lit a fire in the wood stove for us. Tim and I walked to both ends of the airstrip where I got more details on its limits. There is a 4 ft. high barbed wire fence along the north and south property lines. Tim says that the southern one needs to remain because the farmer needs to contain his cattle. Tim said he could move the fence at the north further north or remove it altogether. This is not especially important because there are approximately 50 ft. trees about 220 ft. northwest of that point.

These are on a neighbor's property and they would not want them to be removed. These essentially limit take-offs from 04 and landings to 22. Since the prevailing wind is from the southwest, I expect most landings and take-offs to be on 22. I noted that the flat field to the south has several E-W irrigation ditches, which, if encountered, would be hard on undercarriage and airplanes.

I agreed that a crown on the grass strip would be beneficial in promoting drainage and suggested that gravel be rolled in to augment the earth surface strength. I told him that snow-plowing was not required and a note in the AFD that was not plowed in the winter would suffice. It occurs to me that, depending on snow conditions, ski-plane operations may be possible. The 300 ft. wide airstrip is in a canyon of approximately 100 ft. high conifers.

Since Tim and Julee want to attract aviation clients, the airstrip should be listed as private but not restricted but a note in the AFD that before landing, pilots should call ahead to verify conditions. The strip should have a designator and a CTAF/UNICOM frequency be established. Tim said he would check county deed information to precisely locate the property lines. I need that information to more precisely determine runway length.

When I have all the required information I will complete the 7480-1 and attachments and send them to Tim and Julee so they may review them and submit them to the FAA. This needs to be submitted to the regional office in Renton. I understand that inspectors from the Spokane FSDO will check out the place.

I'll keep you posted on progress. I'm looking forward to flying in there!