



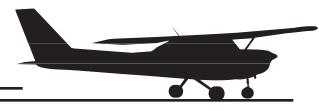
Wings

Serving Washington Pilots Since 1960

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June/July 2010



President's Message

Get a Dog



John Dobson, WPA President

Hard to believe it's been over a year when I went over to the "Dark Side". In mid-April 2009 I accepted the position as Executive Director for the Port of Shelton. My hope for the WPA: the "dark side" might shed some light to our future. Also, recall my earlier writings about the need to get politically connected and engage with respect. Now, one year later I have learned what it means to suffer the "death of 1000 cuts". And now I understand what the Former House Speaker from Massachusetts (1977-1987), the Honorable Tip O'Neill, said, "If you want a friend in politics get a dog".

This is truly a tough business. I have gained a tremendous amount of respect for a number of elected. Later in this issue of WINGS please read the article from Rep. Dan Kristiansen as he responds to my comments regarding "Olympia . . . Area 52". I have also talked about Senator Haugan and Senator Marr and their help with the land use bill. But with our success comes the detractors. I'll be more specific when the November elections come near. But just know that with any measure of success comes an increase in opposition. And sometimes that opposition does not share the same degree of honor among opponents.

Think about our success with the defeat of the Aviation Excise Tax. As I said last issue we dodged a bullet. The next session will be even tougher as the legislature deals with a budget deficit twice the size of this one. They will huff and puff . . . just like their analogy of taxing airplanes at the same level of boats was sucked up by the unwary public, they will find a similar sound bite. And what about the future of land use legislation? We

shocked the Council of Cities and Counties by "almost" passing that legislation.

Last month at the Washington Public Ports, Paula Hammond, DOT Director, was asked about the departments direction on land use about airports. She made it clear to those of us in aviation that she was not interested in supporting anti-encroachment legislation at this time. That was a clear message to me that we have a lot more work to do to demonstrate the error in her thinking. I suspect those two powerful councils through their lobby arms leveled up the ante. It just means we will need to work twice as hard and twice as fast for next year.

But the death of 1000 cuts comes from the personal attacks. Generally they are not founded on fact. But when your opponent gets to the media first with false and misleading information or junk science you find yourself immediately on the defensive. You will seldom if ever win by playing defense. So, you simply ignore it and move on. But after you get "cut" numerous times one of two things happen. You become so gun-shy that you are no longer willing to take risks. Or you get so callous that you lose touch with your moral compass.

Even with the prospects of losing your soul I so encourage every one of you to get involved at the local level. At times it will become very frustrating. But know that what we are doing for aviation is the right thing. And know that if you don't step into the fight no one else will. It is a great education about life and the principles this country was founded on. Just make sure you take your dog with you . . . at least they won't judge you falsely.

Not All Legislators are Tax-Hungry Space Aliens

By Rep. Dan Kristiansen
Special to the WPA Wings

I appreciate receiving the Washington Pilots Association (WPA) publication "Wings," and wish to respond to WPA President John Dobson's April/May 2010 article, "Olympia WA...Code name 'Area 52'."

In the article, Dobson discussed how the efforts of WPA members helped to stop a 0.5 percent annual aviation excise tax. Dobson also said he was convinced during this past legislative session, "aliens had landed and they took over the minds of our elected officials in Olympia. Logic was out the door as they scrambled to cover a \$2.8 billion deficit," he wrote, adding, "My favorite line came from one senator who said, "It is time to suspend the will of the people."

While I enjoy the analogy and mostly agree with Mr. Dobson, I want to point out that not all legislators are tax-hungry space aliens. I think it's important for the WPA membership to know there were legislators on their side who fought against these potentially crippling tax increases.

Throughout the 2010 legislative session, Republicans in both the House and Senate stood firmly against increasing taxes. We asserted that raising taxes in this recession when people have lost their jobs, families are struggling to pay their bills, and employers have cut back workers and hours just to stay afloat, is a bad idea. Instead of asking citizens to bail out the Legislature for its bad overspending habits, we felt the budget should be prioritized to focus on education, public safety and protection of the most vulnerable, and that the long-term solution to our budget problems is to provide reforms that protect and grow private-sector jobs.

We proposed a "Made in Washington" jobs package to reduce employers' costs so they could retain jobs and hire again.



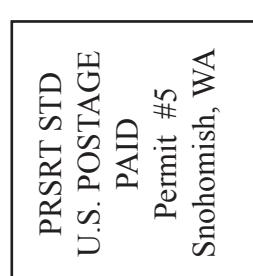
Rather than increasing taxes, House Republicans proposed more than \$750 million in government reforms. Sadly, our efficiencies and jobs proposals were ignored by the Democrat majority which intended to raise taxes. We fought for 10 hours on the House floor to UPHOLD the will of the people and against suspension of Initiative 960, because it protected taxpayers from the Legislature's old tax-and-spend habits. Unfortunately, the majority party, with the support of Gov. Gregoire, voted to sweep the initiative out of its way so that taxes could be raised.

During the final weeks of the session, Democrat leaders proposed a lengthy laundry list of tax increases -- including the aviation tax -- all of which my Republican colleagues and I thought were not only unnecessary, but could be devastating to our state's economic recovery.

I applaud the efforts of the WPA and its membership in successfully fighting against the aviation tax. Your cards, letters, e-mails, phone calls and personal contacts made a big difference. Unfortunately, a majority of Democrats approved other tax increases totaling more than \$800 million in the coming year, and \$1.7 billion in the next biennium. EVERY REPUBLICAN VOTED NO! I invite you to go online and view who voted for and against the tax measure, Senate Bill 6143, at <http://apps.leg.wa.gov/billinfo/summary.aspx?bill=6143>. When you reach the page, click on the "View Roll Call" links.

We should have used this legislative session to reform spending to ensure the state lives within its means. Instead, spending was only slightly reduced. The Democrat-approved tax increases provide only a temporary Band-Aid solution to a deficit that is expected to grow to nearly

(Continued on page 3)



Governor Christine Gregoire Signs Statewide Proclamation Highlighting the Importance of General Aviation Announces May "General Aviation Appreciation Month" in Washington

WASHINGTON, DC - Today, Governor Christine Gregoire announced a proclamation declaring May as "General Aviation Appreciation Month" in Washington. The proclamation outlines the critical role general aviation plays in business, agriculture, emergency medical air-service, as well as to the overall economy. General aviation contributes over 178,000 jobs and approximately \$3.18 billion in total economic impact to Washington alone.

Governor

Christine Gregoire said, "I am proud to sign this proclamation recognizing May as "General Aviation Appreciation Month" here in Washington. General aviation means good jobs, business growth and access to medical care, disaster relief, law enforcement, and a host of important resources to communities across the state of Washington."

"Washington State has long recognized

the value that general aviation brings to the state's economy across our diverse communities. The Governor's Proclamation validates this recognition. General Aviation airports are the backbone of the state aviation system and a critical element of the state's overall transportation system," said John Sibold, Aviation Director at the Washington Department of Transportation.

"We applaud Governor Gregoire's recognition of the importance of general aviation to not only

Washington, but the entire nation," stated Selena Shilad, Executive Director of the Alliance for Aviation Across America. "General aviation provides thousands of small towns and rural communities across Washington and the country access to medical and emergency service, business, and other crucially needed resources. We look forward to continuing to work with the Governor to highlight the benefits of this

vital industry."

Ed Bolen, National Business Aviation Association president and CEO, welcomed Gov. Gregoire's proclamation. "It is great to see Washington join other states in recognizing the value of general aviation to their communities and economies," he said. "Business aviation supports more than a million jobs, provides a lifeline to cities and towns with little or no airline service, helps companies of all sizes be more efficient and productive, and supports flights to help people and communities in times of crisis."

"General Aviation is critical to Washington's economy and quality of life," said Craig L. Fuller, president and CEO of the Aircraft Owners and Pilots Association. "This year's spirited discussion on aircraft taxes in Olympia brought home to all of us the importance of grassroots efforts spreading awareness of the value of aviation to Washington. The pilot community appreciates Governor Gregoire's recognition of how General Aviation serves Washington State every day, and pledges to continue its commitment to work with the State in promoting GA."

"America's network of community airports are critical to sustaining the 1.2 million jobs and \$150 billion in economic impact generated by general aviation nationally," said Henry Ogorodzinski, President of the National Association of State Aviation Officials. "With over 140 public-use airports in the state of Washington alone, businesses, manufacturers, and emergency personnel can access nearly every corner of

the state in mere hours. We commend the Governor for taking this important step, thank her excellent state Aviation Division, and look forward to continuing to work with her on supporting a strong general aviation industry in Washington.."

For more information on the economic impact of general aviation or the importance of general aviation to our nation, please visit www.aviationacrossamerica.org to read the full Washington proclamation.

Formed in 2007, the Alliance for Aviation Across America is a non-profit, non-partisan coalition of over 5,400 individuals representing businesses, agricultural groups, FBO's, small airports, elected officials, charitable organizations, and leading business and aviation groups that support the interest of the general aviation community across various public policy issues.



The State of Washington Proclamation

WHEREAS, General Aviation plays a critical roles in the lives of our citizens, as well as in businesses and farm operations; and

WHEREAS, Washington State has a significant interest in the continued vitality of General Aviation, Aerospace, aircraft manufacturing, educational institutions, aviation organizations, and community airports and airport operators; and

WHEREAS, Washington is home to 141 public use general aviation airports serving over 20,000 pilots and nearly 12,000 General Aviation aircraft; and

WHEREAS, General Aviation represents \$490 million in economic impact, supporting 178,375 jobs in the state and producing over \$140,000,000 in wages; and

WHEREAS, General Aviation accounts for \$490,351,863 in total sales output, \$3.18 billion in total impact, or \$509 per capita; and

WHEREAS, General Aviation plays a vital role in the state's response to emergencies and natural disasters, and many communities depend on it for the continued flow of commerce and tourists; and

WHEREAS, Washington is home to 59 charter flight companies, 116 repair stations, and 24 flight schools operating 181 aircraft and providing 360 jobs. In addition there are 64 fix-based operators in the state;

NOW, THEREFORE, I, Christine O. Gregoire, Governor of the state of Washington, do hereby proclaim May 2010 as

General Aviation Appreciation Month

in Washington State, and I urge all citizens to join me in this special observance.

Signed this 2nd day of April, 2010


Governor Christine O. Gregoire



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WPA Website:

<http://www.wpaflys.org>

WASHINGTON PILOTS ASSOCIATION

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wpawings@wpaflys.org.

Send typewritten or handwritten articles to:
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Maple Valley, WA 98038.

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

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

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AVIATION ACADEMY GRADUATES 35 STUDENTS

By Kevin Kelly, Aviation Academy Director

On Saturday, May 15th, 35 students and their families gathered at the Emergency Management building next to the Flying Heritage Collection to receive their graduation certificates to signify their completion of the Aviation Academy course. Over the previous four weeks, the students learned about aviation history, the benefits of aviation for our society, how airplanes fly, aircraft engines, weather, air traffic control, navigation, and flight planning. They also learned about aviation careers and the importance of education in the aerospace industry. Tours on Saturday mornings included the Paine Field Fire Department, Paine Tower, Museum of Flight Restoration Center, Paine Field operations areas, the Future of Flight Aviation Center & Boeing Tour, and the new Historic Flight @ Kilo 6, where the students got to climb around the Historic Flight Foundation's B-25, "Grumpy."

Thanks to approval by our chapter's board of directors and the general membership, we are now adding a scholarship program to help our Aviation Academy students take the next step towards becoming active members of our aviation community. Scholarship details will be released later this year.

Many thanks go out to the Paine Field airport staff and businesses for their help and support, and especially to our chapter members who volunteer their time year after

year to introduce young adults to the joys of aviation.

Aviation Academy, sponsored by the Paine Field Chapter of the Washington Pilots Association (WPA) and Snohomish County Airport (Paine Field), is a ground school-like course that provides young adults (ages 13-18) with information about aviation careers, and what it takes to become a pilot. The program has been in existence for approximately 15 years, with the goal of cultivating an interest in aviation careers and the opportunities they provide. Over the past eight years, the Academy has introduced 223 young adults to the joy of flight and the information necessary to make informed decisions about a career path in the aviation and aerospace fields.

Our Career Night class assembles aviation professionals and representatives from local universities to provide career and education backgrounds that pique the interest of our students and open their minds to new possibilities. Our program curriculum also covers all of the requirements necessary for members of the Boy Scouts of America to earn the Aviation merit badge. Past students have gone on to become professional pilots, flying for regional and major carriers.

For more information about Aviation Academy, please contact Kevin Kelly at aviation_academy@wpaflys.org, or visit http://www.wpafls.org/aviation_academy.html.



Think politics shouldn't be a part of aviation activism? Think again.

By Les Smith, WPA Paine Field Chapter President

Ever heard complaints like these? "I'd get more involved, if it wasn't for the politics!" "This place would be great if it weren't for the politics." "I just want to support aviation. Why does there have to be so much politics?"

These frustrations are usually expressed with melancholy, perhaps a bit of anger. The persistent presence and gritty reality of politics come as a surprise and a disappointment to most volunteers as they get more involved. Perhaps this is so because many volunteers hold the following

deep-seated misconceptions about the role of politics in an organization:

Politics shouldn't be necessary. Many figure that if everyone is focused on the best interests of the business, there should be no need to argue so much over priorities and turf.

Politics represent a failure. If you believe that politics are unnecessary, then you are also likely to believe that creating alliances and undermining other people or ideas is the result of a moral failing. If a volunteer holds such a viewpoint, then politics will always seem to be driven primarily by negative forces, including misperception,

miscommunication, self-centeredness, greed, pride and neurosis.

Playing at politics is not in my job description. Some volunteers find themselves more and more engaged in an organization or interest. The virtues they aspire to involve nurturing their aviation interests. So it's natural that volunteers come to the task assuming that their most important responsibility is to oversee the creation and support of aviation interests. They view politics, at best, as a distraction from their primary mission and an obstacle to progress.

But the reality is that politics will never be expunged from big goals and objectives, and that is mainly because they play a very positive role. Those three misconceptions above should be stood on their head:

Politics are a necessary part of large organizations. The notion of politics as a diversion rests on a misunderstanding of what politics are about in the first place. Politics are not the seamy underbelly of leadership. They are the way groups make decisions about priorities, processes and resource allocation. If volunteer leaders want their ideas and objectives to be considered important enough for the organization to invest the required money and attention,

they need to engage in the political process.

Politics are a form of cooperation. Since organizations need to make collective decisions, politics do not represent a failure but a necessary function. It's true that sometimes the animating forces driving a particular issue or person may be unsavory. And the culture in which politics are carried out may not be healthy or functional. But the politics themselves are a separate matter.

Politics really are a big part of your job. Political astuteness is one of the most important tools you have for creating an environment in which people can be motivated in the goals and actions of an organization. You need to acquire the resources, attention and prestige necessary to deliver value to the organization. As volunteers move up in an organization or get more involved, the actual work becomes a smaller and smaller portion of the job, and politics become a bigger and bigger one.

To rage against such immutable truths is to court disappointment. Being successful in influencing an organization or an industry requires reconceptualizing politics and reconciling yourself to their role in the job.

With apologies to Paul Glen, author of a recent column on the role of politics in the corporation.

Aviation Summer Camps are being offered for young people interested in aviation. The *Young Aviators Program* is designed for ages 12-18 and includes hands-on instruction on the principles of flight as well as an aviation field trip and a flight lesson. The program runs three separate weeks with different concepts for each week so students can take one, two or all three weeks, with discounts applying for multiple weeks. Dates for the camp are July 5-9, July 26-30 and August 9-13 and the cost is \$279. Once again, we are proud to be able to offer scholarships to this program for students needing financial assistance.

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Not All Legislators

(Continued from page 1)

\$3 billion when the Legislature meets again in January. I am concerned that unless we make the difficult and necessary decisions to restructure and prioritize spending in the budget, our state will continue to see revolving deficits for years to come.

My Republican colleagues and I are committed to put our state on a diet of fiscal responsibility while opposing tax increases that could cripple employers, families and Washington's economy. Learn more about our views on the budget and taxes, and how we are fighting for you at: <http://houserepublicans.wa.gov/current-issues/budget-proposals/>.

EDITOR'S NOTE: Rep. Dan Kristiansen, R-Snohomish, serves as chairman of the Washington House Republican Caucus and represents the 39th Legislative District. He can be contacted at (360) 786-7967 or e-mail him through his Web site at: www.houserepublicans.wa.gov/ Kristiansen. His office address is: P.O. Box 40600, Olympia, WA 98504-0600.

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WPA Chapters Around the State



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

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. *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. *Contact Roy Lakewold at 509-276-5733 or email rbl77@earthlink.net.*

GREEN RIVER - The Green River chapter meets for dessert and program at 7:00 pm on the third Friday of each month from October through June at the Auburn Station of the Valley Regional Fire Authority at 1101 D Street N.E. in Auburn. *Contact Monica Oakes at 509-422-0678 (2monica8@gmail.com).* Anyone in the Twisp area on Friday night is encouraged to come by the airport. Pilots gather every Friday night. Contact Bob Hoffman for more information – 509-997-8141.

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. *Contact Perry Chinn at hawkfather1@msn.com*

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

OKANOGAN & FERRY COUNTY - The Okanagan & Ferry County chapter meets on the third Thursday of the month alternating between Omak and Tonasket. We go dark for the summer after a fly-in at the Twisp Airport on May 22. We start up again in September. *To confirm meeting details, contact Lee Orr at 509-486-4502 or Monica Oakes at 509-422-0678 (2monica8@gmail.com).*

SPOKANE - Meetings of the Spokane chapter are usually held on the third Wednesday of each month over dinner at Marie Callander's Restaurant, beginning at 6:00 pm. (Meeting details are subject to change - please call first to check). The chapter also conducts a monthly fly-out on the Saturday morning following the chapter meeting, weather permitting. *Contact Bob Hoffman for more information – 509-997-8141.*

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

PAINE FIELD - The Paine Field chapter meets the first Friday of most months for dinner and an aviation related program. *Contact Fred Winge at (360) 289-4189, email fwinge@techline.com.*

TWIN HARBORS - The Twin Harbors chapter meets the second Tuesday of the month at 6:00 pm in Ocean Shores, location TBD. *Contact Fred Winge at (360) 289-4189, email fwinge@techline.com.*

WENATCHEE - *Mary Ann Fish, flyingfishwa@earthlink.net, 509-860-1973.*

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the first Thursday of the month. *Contact Fred Winge at (360) 289-4189, email fwinge@techline.com.*

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

SOUTHWEST/VANCOUVER - The Southwest/Vancouver chapter has the following meetings scheduled for 2010: 4th Thursday in May and September at 7:00pm and Sunday Brunch on December 4. Meetings are held at the Dollars Corner Fire Station. *Contact Bob Brown at 360-607-5060.*

Lower Granite Airport Work Party May 22, 2010

By Dave Lucke, WPA Eastside VP

Saturday May 22 dawned with a gray and drizzly sky. Those wishing to fly in to participate in the 2010 work party were ground bound. Ceilings at KGEV were 400 overcast in mist. Those braving Highway 395 included Marc Ruggerio, Jerry Baur, and Carolyn and Gary White. The previous night, Tom and Marcia Morris had staked out a camping space and made themselves comfortable in their motor home.

To the delight of the work party, a father son team from Martin Field near Walla Walla flew in to provide their assistance. The elder flew his 1941 Taylorcraft while the son and his wife flew in their Cessna 175.

Paul Wolf from the Department of Transportation met the crew and provided the mandatory safety briefing. The maintenance crew at Boyer Park had laid down weed barrier fabric and secured most of it with a light layer of gravel. This left the main work detail with completing the coverage of the weed barrier with a heavier layer of gravel. The WSDOT pickup made short work of moving the required gravel, while able bodied men and women manned the shovels. In about an hour and a half, the trail was in great shape.



A second detail was tasked with replacing the wind sock. A new support pole and sock frame has been positioned and are waiting for the WSDOT crew to bring them up and to complete the installation. In the interim, a new sock has been installed and the weeds were beaten into submission with a gas powered line trimmer.

A great time swapping stories, and general hangar flying ensued at the local restaurant over lunch. The work detail was a success. What a gem the state of Washington has in Lower Granite airport. How many state airports are adjacent to a campground, motel, restaurant, boat launch and great fishing?

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WPA BOARD of DIRECTORS MEETING

May 22, 2010
 Felts Field - Spokane
 President John Dobson called the meeting to order at 11:07 a.m.

ATTENDANCE:
 President, John Dobson; Vice President East, Dave Lucke; Secretary, Marjy Leggett
 Other WPA members: Paine Field, Les Smith; Deer Park, Bill Moore; Spokane President, Duane Lukan. Blake McKinley of Spokane dropped by during lunch.

MINUTES:
 A review of the past meeting's minutes was given by secretary Marjy. Dave Lucke moved to accept the minutes as written. Bill Moore gave the second. Minutes were voted upon and approved.

TREASURER'S REPORT:
 Treasurer Tom Fox was not present and no treasurer's report was given. It was requested that the treasurer submit a written report at future meetings if he is unable to attend.

A discussion ensued regarding the status of chapters who created their own LLC organizations versus those organizations that fall under the corporate umbrella. The WPA is a 501(c)7 organization. WPA is a non-profit, but not a charity organization. Chapters need to file chapter finance reports to treasurer Tom Fox by the end of June.

DIRECTOR REPORTS:

EAST SIDE REPORT- DAVE LUCKE:
 Dave is researching how other airports operate in the Pacific Northwest. Spokane is looking at eliminating the reversion clause currently in its contract. Using his hangar as an example, Dave said that once his building reverts back to the airport, the city and county will lose about \$4000 a year in tax revenue.

Originally, the reversionary clause was put in place so that cities and counties could collect tax on the buildings which were mostly made of wood, but over the years, the buildings would depreciate. After 50 years or so, the buildings would revert back to the airports with little value left in them. Nowadays with better quality metal buildings being erected, the buildings are retaining their value. The question is whether WPA should be involved in this.

With Jeff Hamilton on the Spokane Airport Board, there will now be two pilots and WPA members besides city councilmen, county commissioners, and at large people for a total of seven board members.

Dave lauded the Port of Benton for the good job they do of running their airports. Dave is currently contacting various airports to see how well-run airports are operated. Thirty-three airports are run by port districts. The rest are owned by cities or counties.

Arlington:
 Dave Lucke volunteered to make arrangements with Barbara Tolbert for a meeting spot for the next BOD meeting. Marjy Leggett announced she will not be available for that meeting and someone else will need to take notes.

Les Smith will set up and run the booth at Arlington and coordinate the schedule.

Vista Field:
 Empty hangars have been rented. Master

plan is being worked on and set to comply with FAA regulations. The Port has applied for two state grants. Jackson Flight Service is starting a business on the far side of the field. An FBO operator is still being sought. Work needs to be done on the FBO building. A Vista Field Advisory committee is being composed to advise on development surrounding the airport.

COMMITTEE REPORTS:

BYLAWS:

Les Smith reported that he had no report, but now that GA Days at Paine Field is over, he can direct his attention to the bylaws. He expects to have everything completed in two months.

Les gave a report on GA Days at Paine Field. The interest is growing exponentially. He estimates that they spent between 2000 and 2,200 man hours. Two years ago the attendance was 2,200, last year it was 4,500, and this year it was 8,500 people. They gave 222 Young Eagle flights by 10:30 a.m. The first ones to fly were 35 graduates from the Aviation Academy. They also held a couple of hour long flying seminars aimed at adults or kids who want to know more about what is involved in learning to fly. The seminars were called, Taking the Mystique out of Flying.

OLD BUSINESS:

WPA MANAGEMENT SYSTEM:

Dave Lucke reported that Jay Pemperton is interested in helping with maintaining the management system. Mike Scelera also expressed interest in helping.

NEW BUSINESS:

LEGISLATION:

At the WAMA convention, the WPA was thanked for the number of letters sent to legislators. The grassroots effort turned the tide in their voting.

Blake McKinley provided a list to John Dobson of the legislators and how they voted on HB6143 and HB 3176. Legislators who vote one way on the bill and vote anti-business are counter active. John Dobson distributed an Impact Analysis chart compiled by Dave Lucke and Les Flue comparing the effects of HB3176 and SB 6873 on aviation, marine, and auto usage. With the proposed excise tax, the total cost for aircraft owners would be \$1905.75, cost to boat owners would be \$245.44, and cost to car owners would be \$788.00 per year, assuming a value of \$40,000 for each mode of transportation.

We can expect a continued effort by the Legislature to tax aircraft next year. The message is that WPA needs to be proactive and propose a tax plan we can live with.

John Dobson expects to work closely with the Aviation Coalition on the excise tax issue.

THE BOOK:

John Townsley and Jim Combs have initiated a project with the Aviation High School to work with the graphics and create a book on land use and encroachment issues affecting every single airport across the state. They would like photos showing airports as they looked before

1996 when the encroachment legislation was passed and current pictures showing the encroachment that has occurred while the piece of legislation was in place. The timeline is very short, so chapters are being asked to submit pictures of the airports in their areas as soon as possible. The intent of the book is to improve the protection of the Growth Management Act.

Copies of the airport pictures should be sent to Dave Lucke, Charles Hower, Jim Combs, and John Townsley no later than August.

AIRCRAFT REGISTRATION—NON PAYMENT:

Over 300 aircraft that reside in the state of Washington have not paid their registration fees. WSDOT is now turning

this over to collection agencies. The State is matching N numbers with the Federal list.

WSDOT LAND USE GUIDE BOOK:
 WSDOT has a new land use guide book which is on its website. The book was modeled after a study from Berkeley, California called the Shutt Moen Study. WSDOT is also producing an airport economic evaluation to determine how much money is being brought in to the community by airports.

Via phone, Tom Jensen called to report that Kelso is experiencing difficulties with those who oppose the airport. The meeting adjourned at 1:50 p.m.

Respectfully Submitted,
 Marjy Leggett
 Secretary

2010 Current Status - Adopt-an-Airport Chapters

State Aviation has recently updated the Adopt-an-Airport Web page and will be looking to renew and establish new airport volunteer sponsors and commitments for the state operated airports. Per the list below, many State Airports do not have sponsors. If you're interested in sponsoring an airport, please go to <http://www.wsdot.wa.gov/aviation/Airports/AdoptAirport.htm> and complete the application forms. For more information, contact Paul Wolf, WSDOT State Airport Manager at 360-651-6313 or wolfp@wsdot.wa.gov.

- **Avey Field, Laurier (69S)** – None - Private Owner – Pending Lease Update 2010. Establish agreement under Adopt-an-Airport Program.
- **Bandera (4W0)** – WPA Boeing Field Chapter – Pending update under Adopt-an-Airport Program and schedule work party 2010
- **Copalis – (S16)** WPA Twin Harbors Chapter – Pending update under Adopt-an-Airport Program and schedule work party 2010
- **Easton – (ESW)** WPA Harvey Field Chapter Snohomish – Pending agreement under Adopt-an-Airport Program and schedule discussions with WPA Boeing Field Chapter on Co-Adopting Bandera. Establish volunteer activities.
- **Lake Wenatchee, Leavenworth (27W)** Lake Wenatchee Recreational Club – Update Lease 2010 and caretaker agreement. Establish Adopt-an-Airport Sponsor and schedule volunteer activities.
- **Lester** – None – Inspect Summer 2010 for Heliport only. Establish Adopt-an-Airport Sponsor. Schedule volunteer activities.
- **Little Goose, Starbuck (16W)** – Re-initiate contact with Starbucks Flight Club. Establish Adopt-an-Airport Sponsor. Schedule volunteer activities.
- **Lower Granite, Colfax (00W)** - WPA Spokane Chapter – Update files – Work party May 22, 2010.
- **Lower Monumental, Kahlotas (W09)** – None – Establish Adopt-an-Airport Sponsor. Schedule volunteer activities.
- **Methow, Winthrop (S52)** – None – Establish Adopt-an-Airport Sponsor. Schedule volunteer activities.
- **Ranger Creek, Green Water (21W)** – WPA Green Water Chapter – Current 2010 – Work party May 8, 2010.
- **Rogersburg, Anatone (D69)** – WPA Green River Chapter – Update file and volunteer activity schedule.
- **Skykomish (S88)** – WPA Paine Field Chapter – Update file – Work party scheduled June 5, 2010.
- **Stehokin (6S9)** – Cessna 180/185 owners – Update file and volunteer activity schedule. Establish agreement under Adopt-an-Airport Program.
- **Sullivan Lake, Metaline Falls (09S)** – WPA Deer Park Chapter – Update file and volunteer activity schedule.
- **Tieton, Rimrock (4S6)** – Washington State Snowmobile Association (WSSA) Update file – Work party May 15, 2010. Re-initiate contact with WPA Yakima Chapter. Schedule volunteer activity.
- **Woodland (W27)** – WPA Southwest/Vancouver – Re-establish contact, update file, schedule volunteer activity.

AVIATION ATTORNEYS

General Aviation Accidents

Major Airline Disasters

FAA Enforcement Actions

And Other Aviation Matters

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• • • Destination San Antonio 2010 • • •

By Blake McKinley, WPA Spokane Chapter

A true cross-country, well nearly so! This past year, a close friend and high school classmate of mine relocated from Cleveland, OH to the San Antonio, TX area to take the position of Medical Director of Clinical Operations at Christus Santa Rosa Children's Hospital. Mark told me we needed to come down for a visit to see what San Antonio is all about. So several months ago we changed our Spring Break plans from going to the Oregon coast to going to San Antonio, actually Boerne (pronounced Bur-ny). As it turned out, this was a good plan because for the majority of Spring Break the Oregon coast was hit with high winds, at some points during the week hitting 80 mph!

For me, half of the fun of a trip like this is the pre-flight planning. Leading up to this trip, as I watched the weather I noticed that if the weather was good on the west side of the Rocky Mountains than it had a good chance of being lousy on the east side of the Rockies and vice versa. So I planned an east route and a west route with the typical leg planned for about 3.5 hours. The east route would quickly get us through the mountains and out in the central plains while the west route would take us over some very high country that had some MEA's that were 13,000 feet or better. Of course for the west route, there was always the option of going south to Phoenix and then east.

So after pouring over WAC's, Sectionals, Low Altitude IFR charts, IAP for my primary airports and their alternates, and finalizing our weight and balance I was ready to go. The morning of March 27th finally came, our bags and lunch were packed, and our flight plan was filed for Ogden, UT (KOGD). My wife Dana, sons Paul and Scott, and I loaded our gear into the back of our C206, climbed in and fired up N248RC.

We received our IFR clearance to depart the home port via the Hayden One Departure to Ogden-Hinckley Airport as filed (KSFF-GEG-PUW-MQG-DNJ-GOODE-BYI-SHEAR-OGD-KOGD) and to expect 13,000 feet 10 minutes after departure. Once airborne and handed off to Spokane Departure I asked for and received a clearance for direct to the Donnelly (DNJ) VOR. After leveling off at 13,000 feet, we activated our oxygen system. (We have the O2D2 System from Mountain High Oxygen, below 18,000 feet we can use nasal canulae. This system senses the pressure altitude that you are at and when you breathe, so it significantly extends our oxygen endurance. Personally, I like to use this system if I am at 10,000 feet for any length of time.) Passing Grangeville, the views of the Wallowa Mountains were stunning as were the Sawtooth Mountains. After GOODE we were cleared direct to SHEAR and 3.5 hours later we landed on runway 34 at Ogden-Hinckley Airport.

We taxied to Ogden Jet Service and were greeted by their line attendant. I placed my fuel order and was directed to their flight planning area where I checked the weather, filed my IFR flight plan for the leg from Ogden-Hinckley Airport to Double Eagle II Airport outside of Albuquerque, NM (KAEG), and then we ate our lunch. After an hour on the ground we climbed back in 8RC and cranked the starter. We received our taxi clearance and then our IFR clearance to depart via the Emont One Departure to the Double Eagle II Airport, with vectors to EMONT then as filed (KOGD-TCH-MTU-JNC-DVC-CEZ-RSK-AWASH-KAEG). EMONT waypoint is essentially over the middle of the Great Salt Lake which afforded us an extraordinary view of this unique body of water. Soon we were turning on course and leveling off above a scattered to broken layer of clouds at our filed altitude of 13,000 feet. On our way to Myton (MTU) VOR Salt Lake Center had us climb up to 14,000 feet then asked if

we would like a direct routing to Dove Creek (DVC) VOR after reaching Myton – you bet! Our new route took us over beautiful Canyonlands National Park. The Colorado River runs through Canyonlands before it enters the Grand Canyon. This portion of the country is stunning!

Enroute I decided that since we would be arriving after the FBO closed at Double Eagle II, to divert to Albuquerque International Sunport Airport (KABQ) – the Atlantic Aviation FBO is open 24 hours. For the last thirty minutes into Albuquerque International, the return was turbulent, windy and gusty with a storm building to the east! After 3.8 hours we were on the ground at Albuquerque and ready to stop for the day. The guys at Atlantic Aviation fueled us up, arranged for a hotel room, and gave us a ride to and from our hotel. The gas would have been cheaper at Double Eagle II, but the service at Atlantic Aviation made up for the difference!

March 28th greeted us with CAVU conditions! I checked the weather between Albuquerque International and Boerne Stage Airfield (5C1), which is just north of San Antonio. With an AIRMET for turbulence below 6,000 feet and above 12,000 feet I decided to file a VFR flight plan (KABQ-CABUS-CME-HOB-MAF-JCT-5C1) with the hope that we would be able to stay between the two layers of turbulence (for an IFR flight plan, the MEA for that route would have put us in the turbulence). During my preflight, I discovered that the fuel order had not been filled correctly, in short order this was rectified – a good reason not to become complacent in a preflight routine!

After leveling off at our cruise altitude we were all pleased that the ride was as smooth as silk, a stark contrast to the turbulence the airliners were reporting high into the flight levels! It was dramatic to see the ground drop away below us as we progressed from Albuquerque toward the San Antonio area (Boerne Stage Airfield elevation is 1,385 feet). At about the half way point for this leg, we passed Hobbs, NM (HOB) and crossed into Texas. For at least fifty miles on either side of Midland, TX we flew over oilfields. This area is so desolate that oil production is an excellent use of this real-estate! After 3.7 hours we entered a left pattern to land on runway 35 at Boerne Stage Airfield.

On Monday we went into downtown San Antonio to see the sights. We toured the Alamo which stands to represent all those who will take a stand against insurmountable odds. The Alamo is not physically big, but the history is interesting. It was especially poignant since Fess Parker, who had played Davy Crockett, had recently passed away. Then we went down to the Riverwalk level, which is an area of restaurants and shops along a canal, one level below street level. After having lunch, we boarded one of the tour boats to learn more about this unique feature.

Friday morning my weather check showed Oregon, Washington, Northern Idaho and Western Montana obscured with rain or snow. Also from San Antonio to El Paso the winds were 25 knots at our nose. This meant a slow, rough ride with rising terrain toward Tucson. The option of flying part way and then flying commercially was explored. We were paying \$25/night for hangar space, hangar space along either the west route or the east route was \$116-\$125/night and since commercial tickets were not favorably less than out of San Antonio, there was not a financial benefit to flying part way. The decision was made to leave 8RC at Boerne and purchase commercial tickets for home, departing Friday afternoon. We arrived in Spokane to temperatures 45° lower than we had enjoyed for a week.

Anxious to get 8RC back in the northwest at the earliest possible time, I immediately began monitoring the weather

using a couple of different sources, duats.com and weather.com (10 day forecast). As the week progressed the next weekend was shaping up to look good to return to San Antonio and bring 8RC back. About Wednesday when my youngest son Scott asked if he could come with me, I thought what a great opportunity to spend some time with my son and gain a copilot! Through Scott's involvement in Boy Scouts, he is learning self-sufficiency and consequently, he takes care of himself when traveling. Throughout our weekend marathon trip, he did not disappoint and was a pleasure to have along as my traveling companion!

Friday April 9th Scott and I departed Spokane on our 6:15 AM Southwest flight to return to San Antonio. When we landed about 3:00 CDT, the sky was clear and the temperatures in the low 80's. My friend Mark met us at San Antonio International Airport and suggested that we stop at a local barbecue joint, Rudy's, for a nibble. Both Scott and I were hungry so we jumped at that suggestion! Afterward, when Mark broke the news that they had planned steak and lobster tails for dinner – both Scott and I looked at each other and thought, heck yes!

The next morning we woke up to a low overcast ceiling. After checking the weather, it was apparent that the overcast layer dissipated about 75 miles north of the San Antonio area. The overall plan was to fly the Eastern route through Denver. Since I expected a head wind, I decided upon three fuel stops with the intent being to make it at least to Helena by the end of the day. IFR flight plans were filed for two legs, Boerne Stage Airfield to Clayton Municipal Airport in New Mexico (KCAO) and Clayton Municipal Airport to Converse County Airport in Wyoming (KDGW). We departed Boerne Stage Airfield about 9:45 CDT (5C1-BREDY-TQA-PNH-DHT-KCAO) and climbed to our cruise altitude of 8,000 feet. After seeing some beautiful countryside in west Texas, we crossed into New Mexico. I didn't even have to look at my chart as it was turbulent, windy, and gusty! After a flight time of 3.6 hours we touched down at Clayton Municipal Airport. As we taxied up to the pump a nice gentleman from the airport met us, took my fuel order and pointed me to their computer so I could re-check the weather. Based on the winds and the forecast for thunderstorms in western and southwestern Wyoming I decided to extend my flight plan another 1.5 hours to Billings Logan International Airport instead of adding the time for a fuel stop at Converse County Airport (with the Flint Aero tip tanks on our C206 we have over 6 hours of fuel so we had plenty of reserves to make a 4.5 hour flight).

On our way in to Clayton, Albuquerque Center told me that they already had my next flight plan and were expecting a VFR departure and that I would pick up my IFR clearance airborne. After departing Clayton Municipal Airport, did just that and amended it (KCAO-ACAGU-TBE-HGO-LIMEX-GLL-CYS-HOCXU-IIP-CZI-SHR-KBIL) as we climbed to our cruising altitude of 10,000 feet. After leveling off at 10,000 feet, we ate the lunch I made earlier that morning. As we approached LIMEX we requested and were granted direct to HOCXU. Before HOCXU we began to encounter some

turbulence and were granted a climb to 12,000 feet. At 12,000 feet the air was smooth once again! We landed at Billings Logan International Airport and after 4.6 hours we were shutting down at Edwards Jet Center. After stepping out of 8RC, it sure felt good to stretch our legs! I put in our fuel order then Scott and I went in to check on the weather for that evening and the next morning. I knew Scott was tired, but game for anything, but as I assessed myself, I noticed I was also tired, so we decided that 8.2 hours was enough flying for the day and let Edwards Jet Center take care of us and arrange for a hotel – great service! After dining on a great pizza at MacKenzie River Pizza Company, we turned in to the hotel for a much needed night's sleep.

Sunday April 11th, dawned with overcast skies and a storm moving into the Central Idaho mountains and then on into the Missoula area. We were up at 6:00 AM and a check of the weather found the forecasted conditions to be moderate icing conditions in the clouds and mountain obscuration south of our route and a ceiling, for the most part, between 9,000 and 10,000 feet along and north of our route with conditions expected to deteriorate later that morning. I had no intention of getting into those clouds, so I filed a VFR flight plan (KBIL-YOSWO-HLN-MSO-MLP-KARPS-KSFF). Based on the information I had, from KBIL I had several options; I could make a 180° turn and return to KBIL, I could fly I-90, I could fly the Victor airway route over HLN, MSO, and MLP or I could work my way to the Clark River valley from Missoula International Airport, Great Falls International Airport, or Lincoln Airport and fly toward Sandpoint, or we could land and wait out the weather.

Scott and I packed our bags and headed to the lobby to grab a quick breakfast and catch the hotel shuttle back to Edwards Jet Center. We loaded our things, preflighted 8RC and were airborne at 8:15 MDT. On our climb out we could see virtually unlimited ahead of us and to the north and weather to the south of our route. As we leveled off at 8,500 feet we picked up a nice 15 knot tailwind. Approaching YOSWO the mountains to the south of the route were obscured by a heavy show shower, yet we could still see at least 50 miles ahead of us and to the north. Northeast of Missoula there were multiple layers of clouds at, above and below our altitude but good visibility toward Missoula, so we diverted in that direction. With the ceiling dropping in the Missoula area, we descended 6,500 feet. From Missoula to Mullan Pass, I had Scott take the controls, a proud moment indeed to see my son at the controls of 8RC! As we crossed MLP we encountered the northern edge of a light snow shower and then descended to 4,500 feet. From Mullan Pass, we flew the Silver Valley to Coeur d' Alene and then Felts Field. At 9:00 PDT under a 9,000 foot ceiling and with calm winds we landed on runway 21L at Felts Field, 2.8 hours after departing Billings. It was good to be home.

This return trip was a great opportunity to spend time with my son Scott and to further his interest in aviation, and to see a good share of the good ole United States of America from the unique vantage point that only general aviation allows!

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Report on the 15th General Aviation Day at Paine Field



By Les Smith, WPA Paine Field Chapter President

Where do you find a mix of nearly 200 5k runners, 650 pancake breakfasts, 35 Aviation Academy graduates, numerous food vendors, dozens of non-profits, 20 plus Triumph sports cars, over 35 transient aircraft, roughly 40 static display aircraft (including a Gweduck), thousands of cars to park, 2 flight schools, a couple of Learn To Fly seminars, a 17 piece swing band, a couple of espresso stands, the Cascade Warbirds, the Blackjack Squadron, a Boeing 247 airliner, a P-47 Thunderbolt, 2 P-51 Mustangs, a Fieseler Storch, a B-25 Mitchell bomber, along with 222 Young Eagles flown, 140 volunteers (including 33 very impressive CAP cadets!), and 8,500 happy, smiling attendees?

Why you'll find all that and more at General Aviation Day, of course!

This past May 15th, the WPA Paine Chapter joined with Paine Field Airport to present the 15th annual General Aviation Day. This event has doubled in attendance over each of the last several years. A HUGE thanks to our partners, Dave Waggoner and his Paine Field Airport staff, along with Flying Heritage Collection, Historic Flight Foundation, Museum of Flight Restoration Center, Mukilteo Chamber of Commerce, and Paine Field Firefighters.

The WPA and Paine Field view General Aviation Day as a valuable and effective method to generate goodwill between the aviation community and the general public. Our success can be measured in many ways, but most of all, it can be found in the smiles and happy faces on the attendees throughout the day.

For a full wrapup and more photos, please visit http://www.wpaflys.org/Chapters/Paine/ga_day_wrap.htm



iPad Aviation Applications

By Les Flue, WPA Yakima Chapter President

Technically Advanced Aircraft (TAA) are entering the general aviation (GA) fleet in large numbers. Generally speaking, this refers to a category of newly designed aircraft, newly manufactured classic design aircraft equipped with new avionics, and retrofitted existing aircraft of varying ages that are equipped with the new-generation avionics.

At the same time, we are seeing a surge in new, web-enabled tools for pilots to use both inside and outside of the cockpit. Generally speaking, these can be broken down into several of the following categories: Computer Applications, Smartphones, Web Applications, Tablet PC's, and in-cockpit devices such as the newer hand held GPS, 406 ELT, SPOT, Traffic and Collision avoidance, and others.

With so much happening on the technology front, it is nearly impossible for the everyday pilot to keep abreast of all the changes, and new opportunities that we have at our disposal. The just released Apple iPad is a good example of this. With both WiFi and 3G versions available, what is a pilot to do? Which is the right choice for me? How can I make an informed decision?

Unfortunately, there is no simple answer. For each of us is an individual with our own ideas, needs, and comfort levels.

As a computer software architect, I see this with every client that I meet with. My role is to match up the client expectations with their functional needs to what can be delivered or developed in a timely fashion. In a series of articles, I would like to share with you what my experiences with some of the newer technologies that I am using or have tried out. To start out with, let's review the Apple iPad.

I purchased the iPad because I wanted a device that I could carry with me that would be able to provide me with up-to-date charts, procedures, airport facility information, and weather. Because I wanted to have access where ever I was, I chose to wait and purchased an iPad 3G. The 3G iPad provides me connection to the internet via AT&T Wireless cellular network. It also has built in WiFi so that I can connect to the internet when I am at an internet hotspot; such as my local Starbucks, FBO's, home, office, McDonalds, and other places. This dual connectivity provides me with a very reliable connection to the internet so that I can get the information that I need, when I need it.

I like to refer to the iPad as a "consumption device". I have to admit that it is so easy to use and convenient that I now use it for nearly 70% of my computing. Checking email, web browsing, posting to my Facebook and other social networking sites are much more convenient and easy with the iPad than with conventional computers. It is small enough that I can carry it around with me nearly everywhere I go and have it available. In the office, I use it for planning, I have software that tracks my to-do lists and allows me to prioritize and keep track of my work load and get things done in a timelier manner.

There are approximately 350 aviation-related applications that will run on the iPad. Most of these are native iPhone applications that also run on the iPad, but the newer form factor of the iPad has opened up new development territory for software developers. With so many applications, it would be impossible for any one person to use all of them. However, with so many applications, it is also logical that there are some pretty awesome applications to choose from. I have probably looked at or tried about 30 to 40 applications.

Here are the top applications that I use on my iPad.

AOPA Airports – The AOPA Airports application is an iPhone application that runs on the iPad. AOPA provides its airports directory to the iPad/iPhone in this application that was developed in cooperation with Foreflight. I find the application very useful. I can search for an airport by drilling down to a state and city or entering a city name or airport ID into a search dialogue. Once an airport is selected, the A/FD is provided for the airport with information from the AOPA airports directory. You can flag an airport to be saved in your Favorites list for easy recall. On the front page of the airport directory is a link to view the airport in Google Map, a listing of the frequencies for the airport, a link to display the airport map, and a listing of nearby airports, and available services at the airport. The

airport database is updated regularly and the application automatically checks for new data every time it is launched. Updates are free.

ForeFlight HD – I have found ForeFlight HD to be one of the best written applications (from the user's perspective) that I have seen in the 20 years that I have been involved in software development. ForeFlight HD is a subscription-based system, but you can download and use it free for the first 30 days. I may be going out on the limb, here. But if I had to choose one application out of all of them that are currently available, this would be it.

ForeFlight provides functions for Preflight, mapping, plates and procedures, NOTAMS and TFRs in one, simple interface. When I launch ForeFlight, I am provided with quicklinks to the major features across the bottom of the iPad. Open up the Airports page, and my favorite airports are listed along the left side of the screen. With the iPad connected, the application automatically downloads current weather for each of these airports in the background and displays it as it becomes available. To the right of the screen is all of the information about the airport, including frequencies, weather, runway information, procedures; select a procedure and it will download the chart (you can save the chart for later viewing), NOTAMS, Services and more information from the A/FD.

Open the map, and input an airport or route and ForeFlight will display your selection overlaid onto one of several types of maps – Radar, Satellite, Flight Rules, Wind, Visibility, Ceiling, Sky Coverage, Temperature, Dew Point Spread, Lightning, IFR Enroute (low and high), and VFR Sectional. I can save routes for later recall and even use the saved route to gather a current weather brief or file a flight plan. An Imagery feature allows me to see various NOAA weather maps and images. Finally, there is even a scratchpad that I can use when in flight to jot down some quick notes by using my finger as a stylus.

IE6B – IE6B is another iPhone application that can be used on the iPad. As is the case with traditional E6B applications and devices, I can use this to calculate Time and Speed Problems, Wind Functions (Correction Angle/Groundspeed), Heading and X Wind, etc., Pressure and Density Altitude, Weight and CG Calculations, Fuel Calculations, and Unit Conversions.

AeroWeather – AeroWeather is a very nice iPhone application for quickly checking weather at my favorite airports. Open up AeroWeather and AeroWeather will grab the current weather for all of your favorites and show them to you in a jiffy. Quickly search for an airport by airport identification or city and you can see the weather for that airport and add it to your favorites list for future use.

AccuWeather and **TWC MAX+** – while neither of these are specific aviation applications, they do provide very nice current and forecast weather for any area that you choose. Both offer the ability to flag cities in a favorites list. Both will provide forecasted weather for future days.

GoodReader – The last application I will present is GoodReader. GoodReader is an application that allows you to view the many standard types of files directly from your iPad. I couple GoodReader with both Google Docs and Dropbox to provide storage of my necessary documents "in the cloud". By doing so, any documents that I need to have when away from the office are available to me (virtually) at my fingertips. If I am going to a meeting and I want access to documents during the meeting, I simply copy them to my Dropbox or Google Docs. Then, I have them any time I need them.

Another feature of GoodReader is the ability to connect up to document sites available on the web, download a file, and store it locally for instant recall later. This becomes very useful for storing Procedures, Airport Runway Diagrams, a copy of the most current A/FD, the Instrument Flying Handbook, and other documents that I need quick access to. From GoodReader, I simply select the document and I can read it right from my iPad without having to worry what format it is in (for instance, GoodReader displays PDF, Word, Excel, and other Office documents).

There are many more applications that are useful on the iPad. Probably the best source of information on aviation apps for the iPhone and iPad can be found at Brad Oliver's www.aviatorapps.com.

It is obvious that there are as many choices for your favorite application as there are pilots who will use them. I encourage you to check out the available applications and try them out and choose those that fit your own needs.

CALENDAR OF EVENTS

| Date | Event | Airport | Location | Phone | Email |
|---------------|---|---------|-----------------|--------------|------------------------------|
| JUNE | | | | | |
| 16 | WPA - Olympia South Sound Chapter Meeting | OLM | Olympia | 360-539-2005 | rmeenk@hotmail.com |
| 16 | WPA - Spokane Chapter Meeting | | Spokane | | |
| 16 - 19 | Mountain Canyon Flying Seminars | | McCall, ID | 208-634-1344 | |
| 17 | WPA - Okanogan & Ferry County Chapter Meeting | | Tonasket | 509-486-4502 | haywire@amerion.com |
| 17 | WPA - Clallam County Chapter Meeting | CLM | Port Angeles | | |
| 17 - 18 | Prosser Fly-In | S40 | Prosser | | |
| 18 | WPA - Green River Chapter Meeting | S50 | Auburn | | grcnewsletter@gmail.com |
| 18 - 19 | 25th Anniversary Apple Cup Aerobatic Competition | EPH | Ephrata | | |
| 19 | Desert Aire Annual Fly-In | M94 | Desert Aire | 509-932-5642 | |
| 19 | EAA - Free Coffee & Donuts @ Hanger 1411 | ELN | Ellensburg | 509-925-4531 | mikesgoneflying@yahoo.com |
| 19 | EAA - Free Coffee & Donuts @ Airpark Control Tower | YKM | Yakima | | |
| 19 | Eastern Front Day | PAE | Everett | | |
| 19 - 20 | Olympic Air Show | OLM | Olympia | 360-705-3925 | info@olympicflightmuseum.com |
| 21 - 25 | Mountain Canyon Flying Seminars | | McCall, ID | 208-634-1344 | |
| 24 | WPA - Deer Park Chapter Meeting | DEW | Deer Park | | |
| 24 | WPA - Tri-Cities Chapter Meeting | PSC | Bergstroms | 509-547-4347 | Marjyl@charter.net |
| 26 | EAA - Free Coffee & Donuts @ Airpark Control Tower | YKM | Yakima | | |
| 26 | EAA - Free Coffee & Donuts @ Hanger 1411 | ELN | Ellensburg | 509-925-4531 | mikesgoneflying@yahoo.com |
| 26 | IAA Poker Run & Annual Meeting | MYL | McCall, ID | 208-321-1323 | |
| JULY | | | | | |
| 1 | WPA - Yakima Valley Chapter BBQ | YKM | Yakima | | les@lesflue.com |
| 2 - 3 | Treeport Fly-In | ID22 | Spirit Lake, ID | 208-304-1024 | |
| 3 | WPA - Flyers Club Breakfast | S50 | Auburn | | grcnewsletter@gmail.com |
| 3 | EAA - Free Coffee & Donuts @ Hanger 1411 | ELN | Ellensburg | 509-925-4531 | mikesgoneflying@yahoo.com |
| 3 | EAA - Free Coffee & Donuts @ Airpark Control Tower | YKM | Yakima | | |
| 3 | EAA - Pancake Breakfast | 7S3 | Twin Oaks, Or | | |
| 4 | Tacoma Freedom Fair Air Show | | Tacoma | 253-682-1446 | staff@freedomfair.com |
| 6 - 9 | Mountain Canyon Flying Seminars | | McCall, ID | 208-634-1344 | |
| 7 - 11 | Arlington Fly-In | AWO | Arlington | 360-435-5857 | flyin@arlingtonflyin.org |
| 7 - 11 | West Coast Cherokee Fly-In | AWO | Arlington | | |
| 8 | WPA - North Sound Chapter Meeting | BLI | Bellingham | 360-671-4359 | kidkomet@comcast.net |
| 9 | WPA - Paine Field Chapter Meeting | | TBD | | |
| 10 | WPA - Harvey Field Chapter Meeting | S43 | Snohomish | 425-367-8755 | charles.h.hower@boeing.com |
| 10 | WPA - Board Meeting | AWO | Arlington | | |
| 10 | EAA - Free Coffee & Donuts @ Hanger 1411 | ELN | Ellensburg | 509-925-4531 | mikesgoneflying@yahoo.com |
| 10 | EAA - Free Coffee & Donuts @ Airpark Control Tower | YKM | Yakima | | |
| 10 | Hope Flight Fest | CYHE | Hope, BC | | |
| 10 | Packard Merlin Day | PAE | Everett | | |
| 12 - 16 | Mountain Canyon Flying Seminars | | McCall, ID | 208-634-1344 | |
| 15 | WPA - Okanogan & Ferry County Chapter Meeting | | Tonasket | 509-486-4502 | haywire@amerion.com |
| 15 | WPA - Clallam County Chapter Meeting | CLM | Port Angeles | | |
| UPDATED 16 | WPA - Green River Chapter Meeting | S50 | Auburn | | grcnewsletter@gmail.com |
| 16 - 18 | Jefferson County Airport Days Fly-In | OS9 | Port Townsend | | |
| NEW | | | | | |
| 17 - 18 | McChord Air Expo 2010 | | McChord AFB | | |
| 17 - 18 | OPA Mulino Fly-In | 4S9 | Mulino, OR | 503-651-3802 | cmillar@webster.com |
| 17 | EAA - Free Coffee & Donuts @ Airpark Control Tower | YKM | Yakima | | |
| 17 | St Maries Fly-In Breakfast | S72 | St Maries, ID | 208-640-9789 | |
| 20 - 23 | Mountain Canyon Flying Seminars | | McCall, ID | 208-634-1344 | |
| 21 | WPA - Olympia South Sound Chapter Meeting | OLM | Olympia | 360-539-2005 | rmeenk@hotmail.com |
| 21 | WPA - Spokane Chapter | | Spokane | | |
| 22 | WPA - Tri-Cities Chapter Meeting | PSC | Bergstroms | 509-547-4347 | Marjyl@charter.net |
| 23 - 25 | Tri-Cities Water Follies Air Show | | Kennewick | 509-783-4675 | info@waterfollies.com |
| 23 - 24 | Wings Over Baker Air Show | KBKE | Baker, Or | 541-519-6018 | melc@eoni.com |
| 24 | EAA - Free Coffee & Donuts @ Airpark Control Tower | YKM | Yakima | | |
| 24 | Biplane Day | PAE | Everett | | |
| 24 - 25 | Fairchild Inland Northwest Skyfest | | Fairchild AFB | | |
| 24 - 25 | Concrete Fly-In | 3W5 | Concrete | | |
| 24 - 25 | Extreme Blue Thunder Air Show | | Idaho Falls, ID | | |
| 29 | WPA - Deer Park Chapter Meeting | DEW | Deer Park | | |
| 31 | Northwest Classics Fly-In | TMK | Tillamook | 503-842-1130 | |
| 31 | EAA - Free Coffee & Donuts @ Airpark Control Tower | YKM | Yakima | | |
| AUGUST | | | | | |
| 5 | WPA - Yakima Valley Chapter Meeting | YKM | Yakima | | les@lesflue.com |
| 6 - 8 | Seafair | | Seattle | 206-728-0123 | info@seafair.com |
| 7 | WPA - Paine Field Chapter Meeting - Movie Night | PAE | | | |
| 7 | WPA - Flyers Club Breakfast | S50 | Auburn | | grcnewsletter@gmail.com |
| 7 | Chehalis Air Show | CLS | Chehalis | | |
| 7 | EAA - Free Coffee & Donuts @ Airpark Control Tower | YKM | Yakima | | |
| 7 | EAA - Pancake Breakfast | 7S3 | Twin Oaks, Or | | |
| 7 | Battle of Britain Day | PAE | Everett | | |
| 10 | WPA - Anacortes Chapter Meeting | 74S | Anacortes | | www@wncpa.com |
| 12 | WPA - North Sound Chapter Meeting | BLI | Bellingham | 360-671-4359 | kidkomet@comcast.net |
| 12 - 14 | Beaver State Aerobatic Contest | PDT | Pendleton, OR | | |
| 13 - 15 | Abbotsford Air Show | YXX | Abbotsford | 604-852-8511 | info@abbotsfordairshow.com |
| 14 | WPA - Harvey Field Chapter Meeting | S43 | Snohomish | 425-367-8755 | charles.h.hower@boeing.com |
| UPDATED 14 | Wallowa County Pilots Assoc Breakfast Fly-In | 8S4 | Enterprise, OR | 541-263-1327 | bjables@eoni.com |
| 14 | WPA - Collville Chapter Annual Fly-In & Pancake Breakfast | 63S | Colville | 509-685-9056 | colvilleairport@yahoo.com |
| NEW | | | | | |
| 14 | EAA - Free Coffee & Donuts @ Airpark Control Tower | YKM | Yakima | | |
| 16 | EAA - Young Eagles Rally | RNT | Renton | 206-399-7097 | johnsmutny@gmail.com |
| 18 | WPA - Olympia South Sound Chapter Meeting | OLM | Olympia | 360-539-2005 | rmeenk@hotmail.com |
| 18 | WPA - Spokane Chapter | | Spokane | | |
| 19 | WPA - Okanogan & Ferry County Chapter Meeting | | Tonasket | 509-486-4502 | haywire@amerion.com |
| 19 | WPA - Clallam County Chapter Meeting | CLM | Port Angeles | | |
| 20 | WPA - Green River Chapter Meeting | S50 | Auburn | | grcnewsletter@gmail.com |
| 20 - 22 | NWAAC Fly-In | VUO | Vancouver | | |
| 20 - 22 | Hillsboro Air Show | HIO | Hillsboro, Or | 503-629-0706 | oregonairshow@comcast.net |
| 21 | WPA - Green River Annual Picnic | S36 | Crest Airpark | | grcnewsletter@gmail.com |
| 21 | EAA - Free Coffee & Donuts @ Airpark Control Tower | YKM | Yakima | | |
| 26 | WPA - Deer Park Chapter Meeting | DEW | Deer Park | | |
| 26 | WPA - Tri-Cities Chapter Meeting | PSC | Bergstroms | 509-547-4347 | Marjyl@charter.net |
| 27 - 29 | Northwest Art & Air Festival | | Albany, OR | | |
| 28 | EAA - Free Coffee & Donuts @ Airpark Control Tower | YKM | Yakima | | |
| 28 | Round Engine Day | PAE | Everett | | |