



# Wings

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Serving Washington Pilots Since 1960

June-July 2014

## President's Message...



Les Smith,  
WPA President

We continue our journey around the sun towards an inclination that means longer daylight hours. That means more opportunity for flying. Springtime also means greater variability in the weather. Most of us probably did not realize, when embarking on our pilot training, that we were also committing to becoming students of weather. There are few factors in our flying that are as quick to change, or as important, as the weather. That is why the new FAA program, "Got Weather?"

is something for which each of us can find a takeaway. It is built around the checklist items of Review. Practice. Educate. Plan and Share. Within those items we each have strengths and weaknesses that are worthy of self-review. It might be easy to consider the vast new world of weather-in-the-cockpit products and services available and ascribe the solution to the array of technologies. But it is still up to you to assimilate the data these products and services provide and exercise judgment and decision making. That is where a little introspection and self-review is worthwhile, as the spring flying season here in the Pacific Northwest unfolds. Get started at [http://www.faa.gov/about/initiatives/got\\_weather/](http://www.faa.gov/about/initiatives/got_weather/).

Elsewhere in this issue, there is an update on Pearson Field. It's not quite the positive news we would hope for, but within it is a very positive story about a group that just won't stop finding ways to give back to aviation and their local community. Be sure to read Paul Speer's update. Here's a group of aviation enthusiasts focusing its efforts on expanding the successful and award winning Pearson Field Education Center (PFEC), an aviation based STEM education program that was moved to a hangar on Pearson Field in February of last year. The group believes that this programming, which touches hundreds of young people each year, is an important community asset that should continue, regardless of whether it is in the Museum building or not. There is a fundraiser (<https://www.facebook.com/events/491536760974575/>) planned for June 21, 2014. Anyone within a tankful's range of Pearson should consider attending or at least showing support with a donation. There is good work going on at Pearson Field.

We have some excellent talents over at WSDOT Aviation, and one of them is Rob Hodgman, Senior Aviation Planner. The good news is that Director Tristan Atkins gives Rob and others on the WSDOT Aviation team enough latitude to explore new directions. Rob tends to take an out-of-the-box approach sometimes to the issues we face here in Washington, and he's doing it with the topic of Avgas/Mogas. He's looking for input...well, allow me to let him say it:

Hello All,

We will be kicking off our Aviation System Plan update later this year and I'm trying to get a sense of how important it is that we examine the AVGAS/MOGAS topic. I'm casting the net wide to get as big a response as possible, reaching out to a broad range of aviation professionals; pilots, aerospace manufacturers, government officials, airport managers, airport engineering consultants, etc. I would appreciate your input on these questions, and anything else you'd like to share.

1. What is your understanding of the availability of MOGAS for aircraft use in Washington State, and has its availability, or lack thereof, personally or professionally affected you? If so, please share how.

2. What impact do you believe the availability of MOGAS has on the GA community and GA activity at airports?

3. Do you perceive any trends emerging that relate to AVGAS and/or MOGAS and their impact on aviation?

Thanks in advance for your input.  
Rob

(Continued on page 3)

## Washington Pilots Support AOPA Third Class Medical Bill

By Benét J. Wilson



AOPA CEO Mark Baker, center, receives a donation from WPA President Les Smith, left, and Jim Posner, WPA Director At-Large

The Washington Pilots Association presented AOPA President Mark Baker with a \$1,000 contribution to go toward AOPA's advocacy efforts on the General Aviation Pilot Protection Act. Washington Pilots Association President Les Smith and Director Jim Posner presented Baker with the check in Seattle on May 6.

Under the General Aviation Pilot Protection Act, pilots who make noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats would be exempt from the third class medical certification process. Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The FAA would be required to report on the safety consequences of the new rule after five years.

Posner and Washington Pilots Association Legislative Director Dr. Blake McKinley spearheaded their organization's contribution, noting that many in their organization feel that third class medical reform is one of the most significant steps that could be taken to protect and expand GA. The Washington Pilots Association's contribution is a recognition of how important this initiative is to Washington state's pilots, and

how appreciative the association is of AOPA's efforts to protect and grow GA.

State organizations like the Washington Pilots Association are smaller than national organizations, so it wanted to leverage national advocacy efforts like the General Aviation Pilot Protection Act and get the biggest bang for the buck, said Posner. "We want to make sure that this helps not only pilots in our state but for GA in general, which is a win-win for everyone," he said. "The third class medical bill has the potential effect of getting a ton of people back in the air and it's good for everyone, including flight schools, manufacturers, and airports."

The Washington Pilots Association's donation is a great example of local pilots engaging on critical issues, and working with AOPA to support initiatives that are beneficial to general aviation, said AOPA Northwest Mountain Regional Manager David Ulane. "AOPA and the Washington Pilots Association have an excellent collaborative relationship on local, state, and federal GA issues, and all members should continue to reach out to their federal elected officials, and encourage them to support the General Aviation Pilot Protection Act."

## Legislative Report May 2014

By Blake McKinley

Summer is upon us and so is the election season. This is a great time to invite your local, county, and state elected officials to your airport. It is important to use these opportunities to forge relationships so that when airport and aviation related issues arise, the officials who represent your airport, have a contact they can utilize.

For most people, elected or not, the view from "inside the fence" is unfamiliar and therefore creates a unique opportunity. There are a lot of options: lunch or simply visiting in your hangar, going for a flight (again most have never seen the area they represent from the air), or host a fund raiser for a candidate you are interested in supporting. For any legislators you visit with, if they are not already a member of the Washington State Aviation Caucus, as that they consider joining this bipartisan, bicameral group. One of the bills we supported this year in the legislature would have redirected the aviation excise tax from the general fund directly to Washington State Department of Transportation-Aviation Division. This bill would have directed these funds to their point of use which would then allow WSDOT-Aviation to leverage each state dollar into nine federal dollars! All this would

occur without raising any taxes, but what a huge benefit to help WSDOT-Aviation begin to catch up on our state's lagging aviation infrastructure. Even though this bill made it a long way, it did not make it to the floor for a vote. Next year the effort will be redoubled to move this legislation further.

Our interest in the elected officials tied to our airports must go further than the legislature. Our president, Les Smith, repeatedly states that, "politics is local" and he is right! Consequently, it is important to have the same conversations with local and county officials regarding redirecting excise tax funds collected from aviation activities. Each of our communities benefit from the airports which serve them and these communities can be better served when the aviation infrastructure is not lagging. Many airports are business centers and should be the pride of any community. If the local officials see the value an enhanced airport infrastructure can be to their community, they can help be supportive of a legislative effort which will ultimately benefit a community asset.

Once again, beyond specific issues, it is important to use these opportunities to forge relationships so that when airport and aviation related issues arise, the officials who represent your airport, have a contact they can utilize. It would be helpful to keep me in the loop by shooting off a brief email regarding the essence of your meeting and any questions that surfaced ([blake@spokaneendo.com](mailto:blake@spokaneendo.com)), it is important to keep your board in the loop.

Washington Pilots Association  
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Bellevue, WA 98004-9721

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**Port of Whitman Business Air Center**

Flight Line Drive & Airport Access Road Colfax, WA 99111



The Port of Whitman Business Air Center is located in the heart of Palouse Country, 5 miles from the town of Colfax and 20 miles from Pullman, home of Washington State University. T-hangar and raw land rentals are available. Current tenants include a mix of recreational and business aviation interests.

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

**AIRPORT CHARACTERISTICS**

| Location                 |                        | Service Classification |                          | Approach           |                      |
|--------------------------|------------------------|------------------------|--------------------------|--------------------|----------------------|
| Legislative Dist:        | 09                     | Federal:               | General Aviation Airport | Airport Elevation: | 2,181                |
| Associated City:         | Colfax                 | State:                 | Service                  | Approach Category: | B: 91 to < 121 knots |
| County:                  | Whitman                |                        |                          |                    |                      |
| Organizational Structure |                        | Runway(s)              |                          | Type of Airport    |                      |
| Ownership Type:          | Port                   | Number:                | 1                        | FAA:               | IsB                  |
| Owner:                   | Port of Whitman County | Type(s):               | Asphalt                  | Description:       | Gruman G-164 Ag-Cat  |

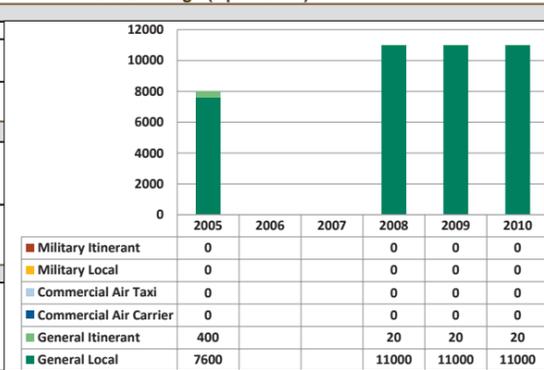
**AIRPORT ACTIVITY**

| Activities                   | Based Aircraft                      |                                     | Cargo                        |
|------------------------------|-------------------------------------|-------------------------------------|------------------------------|
|                              | Based                               | Transient                           |                              |
| AIS Last Updated: 12/28/2010 |                                     |                                     |                              |
| Agricultural Spraying        | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | Jet 0                        |
| Air Ambulance                | <input type="checkbox"/>            | <input type="checkbox"/>            | Multi-Engine 0               |
| Medical Transport            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | Single-Engine 19             |
| Airplane Parts Manufacturing | <input type="checkbox"/>            | <input type="checkbox"/>            | Rotor Based 0                |
| Aerial Surveying             | <input type="checkbox"/>            | <input type="checkbox"/>            | Glider 0                     |
| Wildland Firefighting        | <input type="checkbox"/>            | <input type="checkbox"/>            | Military 0                   |
| Skydiving/Parachute Drops    | <input type="checkbox"/>            | <input type="checkbox"/>            | Ultralight 2                 |
| Aerial Tours                 | <input type="checkbox"/>            | <input type="checkbox"/>            | Seaplane 0                   |
| Civil Air Patrol             | <input type="checkbox"/>            | <input type="checkbox"/>            | <b>Total</b> 21              |
| Cargo Activity               | <input type="checkbox"/>            | <input type="checkbox"/>            | <b>Fixed Based Operators</b> |
| Flight Training              | <input type="checkbox"/>            | <input type="checkbox"/>            | AIS Last Updated: 12/28/2010 |
| Commercial Carrier Activity  | <input type="checkbox"/>            | <input type="checkbox"/>            | No. of FBOs 2                |

**Comparison by State Classification**

| Airport        | Classification |      |        |
|----------------|----------------|------|--------|
|                | Low            | High |        |
| Based Aircraft | 21             | 21   | 239    |
| Operations     | 11,020         | -    | 90,006 |

**Take Offs and Landings (Operations)**



**Commercial Enplanements\***

| Year | Enplanements |
|------|--------------|
| 2010 | -            |
| 2009 | -            |
| 2008 | -            |

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

**Fuel Service**

|                 |                          |
|-----------------|--------------------------|
| 80 LL           | <input type="checkbox"/> |
| 100 LL          | <input type="checkbox"/> |
| MoGas           | <input type="checkbox"/> |
| Jet A           | <input type="checkbox"/> |
| Helicopter Fuel | <input type="checkbox"/> |

**Airport Businesses and Visitors**

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



NOTE: All impacts are shown in 2010 dollars.

**ECONOMIC IMPACTS**

**AIRPORT BUSINESSES**

|                            |   |
|----------------------------|---|
| Counties in Impact Region: | Whitman   |
| 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                      | 9          | 2                | 11           |
| Labor Income              | \$ 407,000 | \$ 49,000        | \$ 456,000   |
| Output                    | \$ 420,000 | \$ 166,000       | \$ 586,000   |

**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: | Direct | Indirect/Induced | Total Impact | All State Impacts | % State Impact |
|-----------------------------------|--------|------------------|--------------|-------------------|----------------|
| Jobs                              | 0      | 0                | 0            | 94,000            | 0.00%          |
| Labor Income                      | \$ 200 | \$ 100           | \$ 300       | \$ 3,311,700,000  | 0.00%          |
| Output                            | \$ 500 | \$ 500           | \$ 1,000     | \$ 10,160,600,000 | 0.00%          |

**FISCAL IMPACTS**

**Estimated Taxes Paid to Each Jurisdiction Type**

|                    | Cities       | Counties        | Special Districts | State           | Total Taxes      |
|--------------------|--------------|-----------------|-------------------|-----------------|------------------|
| Airport Businesses | \$ -         | \$ 3,000        | \$ 200            | \$ 7,800        | \$ 11,000        |
| Visitors           | \$ 10        | \$ 10           | \$ 10             | \$ 30           | \$ 60            |
| <b>Total</b>       | <b>\$ 10</b> | <b>\$ 3,010</b> | <b>\$ 210</b>     | <b>\$ 7,830</b> | <b>\$ 11,060</b> |

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.



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**Port of Whitman Fly-In and Pancake Breakfast**

Pilots and friends of Aviation are invited to a FLY-IN AND PANCAKE BREAKFAST sponsored by EAA Chapter 328, at Port of Whitman Business Air Center (S94) at Colfax on June 28, 2014 starting at 8:00 A.M.



Airplanes will be displayed for the public, awards presented for Best Experimental, Best Production and pilot awards. Featured displays will be Civil Air Patrol flight simulator, helicopters from Northwest MedStar and Customs and Border Protection, and information booths from WPA, EAA, AOPA, International Flying Farmers, and Port of Whitman.

Colfax welcomes returning WPA and EAA visitors that came for a hamburger and social time on October 6, 2013. Area pilots also came to watch aerial applicator aircraft test their spray equipment at an Operation S.A.F.E. Clinic hosted by the Association of Washington Aerial Applicators on October 7, 2013. Visitors were enthused about the facilities and aircraft and encouraged EAA 328 to hold an event for 2014.



The June 2014 Fly-In and Breakfast will highlight Aviation and showcase the Port of Whitman Business Air Center. Full information can be found on Facebook pages of the WPA Spokane Chapter and EAA Chapter 328.

**Port of Whitman Fixed Base Operators**

There are two fixed base operations located at the Port of Whitman. One is Fender Air Service and the other is TLC flying service. Both businesses deal primarily with aerial application.

self-service 100LL tank at the facility, but that has no timeline as yet.

Darrell Fender owns and operates Fender Air Service. He said that in an emergency, he can provide 100LL to pilots in the area, but he tries to keep it for his own aircraft and operation. Darrell did point out that the Port of Whitman has plans to put a

Darrell said there has been a mechanic at the Port on and off, and sometimes annual inspections have been available, but a mechanic based at the Port full time is in the future.

As the facility grows, there are hopes of having a full-blown Fixed Base Operator move into the area.

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

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# What Have You Done to Promote GA?

By Tom Morris

Everyone I talk with that enjoys aviation in some degree is worried about the future of GA. If it is not the aviation fuel problem, it's the cost and the availability to oversee our means of getting into the air. How can we help? Is an individual's campaign to promote less or fare taxes, or distribution of those funds viable? When it is time to speak to our Legislators, the FAA, or Congress, which carries more weight, an organized group or an individual slugging along on their own. (Or an individual doing nothing at all)

The point I'm trying to make is we don't all have to be the flag carrier, but our name should be on that flag to give it some weight. There are many alphabet groups that have been formed for various support mechanisms from building aircraft to helping manage the system to support those aircraft and their ability to

use the airspace for recreation or business. Not all of us can or want to be the lead, nor have the time. The more organizations we as individuals belong to, the more help we can provide to those who are willing to be up front and take on the challenge. For a very little yearly investment to these organizations you can help make a difference. The dues to the WPA, AOPA, EAA, etc. are working for you even if you don't have the personal time to do the work yourself. Please consider supporting the organizations that are in place by **renewing or joining** to allow them to speak for you. This is an obvious way you can support GA with a very small amount of time invested. Help us help you by being on our lists to create weight for the GA cause. Thank you for taking a stand!

## Open Letter From AOPA

AOPA is encouraging you to share this backgrounder on the 3rd class medical legislation with your pilot friends, colleagues, and airport patrons. Our goal is to urge everyone to contact their representative in the House and Senate and either thank them for cosponsoring the General Aviation Pilot Protection Act (H.R. 3708 in the House and S. 2103 in the Senate), or, telling their representative why the bill is so important to general aviation and asking them to become a cosponsor.

The list of cosponsors is available on the AOPA website at this link: [www.aopa.org/Advocacy/Legislative-Affairs/General-aviation-pilot-protection-act.aspx](http://www.aopa.org/Advocacy/Legislative-Affairs/General-aviation-pilot-protection-act.aspx)

Please tell them you are a constituent and that:

- You support H.R. 3708 in the House and S.2103 in the Senate.
- This bill expands on the FAA's successful sport pilot medical standard.
- This measure will save pilots and the FAA money and time.
- This bill addresses the number one concern of pilots.
- General aviation is a vital part of the nation's transportation system and you hope they will be a cosponsor OR thank them for being a cosponsor.

Thank you for your work as AOPA's Airport Support Network volunteer!  
Warm regards, AOPA Government Affairs

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

I encourage you to share your thoughts with Rob at [HodgmaR@wsdot.wa.gov](mailto:HodgmaR@wsdot.wa.gov).

In addition to weather and it's ability to change, there is more change afoot this year, what with elections in the fall and new or returning legislators arriving in Olympia early in the coming new year. Summer is THE time to reach out to your legislator and get to know them better. Whether or not you live in a district where the November elections have a race brewing, you owe it to yourself to initiate a conversation with your legislator and/or the candidates. Invite them out to a little sit down at your hangar. Invite a few fellow pilots to share what is important to us as aviators and what we look for from them in the coming session. You might find yourself surprised at their willingness to meet. How much do they

know about the airport(s) in their district? Do they know what makes us tick? Do you know what makes THEM tick? There is little that is stronger in the world of politics than the strength of human connection. Make the time to create an occasion for you and your legislator to get to know each other better. Now is the time – not during the busy legislative session. Offer to share the perspective of a flight over their district. When the legislative session arrives, and issues of importance for pilots and airports emerge, it will be those memories of personal exchange that will serve us best.

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

## Open Letter

from Paul Speer to Les Smith, WPA President

**Pearson Air Museum Update May 15, 2014**

Hi Les, you are aware of the history and situation at Pearson Field (KVUO) Vancouver, WA with the Pearson Air Museum – so I will not repeat here. The month of May brought with it some news that you should be aware of, however. I am writing as AOPA ASN for Pearson Field; not speaking on behalf of any of the parties involved in the mediation.

After a year of mediation with the National Park Service, the Fort Vancouver National Trust was unable to negotiate a set of terms that would have ensured sustainable, independent and permanent operations - so negotiations broke off. As you may recall, a year ago Representative Herrera Beutler crafted H.B. 716 which would have moved ownership of the building and 7-acre property back to the City of Vancouver to be then leased to the Fort Vancouver National Trust as it had been for the prior 10 years. The Bill passed House subcommittee and then was placed on hold in order to provide an opportunity for mediation to take place. With mediation failing to produce positive results, the expectation was that the Bill would be moved forward.

Unfortunately, as you will see in the link below, on May 5 the City of Vancouver chose to no longer back H.B. 716 effectively bringing to an end over a year of work by the local community to bring the Museum back under local management. <http://www.columbian.com/news/2014/may/06/vancouver-says-no-pearson-air-museum-ownership/>. Meg Godlewski also did a nice write up in the May 5, 2014 GA News that I have attached here as well.

As you would expect, this was a controversial decision and on May 12 there was follow up public testimony expressing disappointment in the May 5 decision and concern over lack of public notice or opportunity for comment prior to the decision. [http://old.cityofvancouver.us/cvtv/cvtvarchive2/Vancouver\\_City\\_Council/2014\\_Events/May\\_2014/05-12-14/4\\_Citizen\\_Forum.mp4](http://old.cityofvancouver.us/cvtv/cvtvarchive2/Vancouver_City_Council/2014_Events/May_2014/05-12-14/4_Citizen_Forum.mp4)

At this point it is not clear that there is a path forward for returning the Museum to local operation.

On a positive note, The Fort Vancouver National Trust is focusing its efforts on expanding the successful and award winning Pearson Field Education Center (PFEC), an aviation base STEM education program that was moved to a hangar on Pearson Field in February of last year. (<http://fortvan.org/Education/Aviation.html>) The group believes that this programming, which touches hundreds of young people each year is an important community asset that should continue, regardless of whether it is in the Museum building or not. For those interested in backing PFEC's programs there is a fundraiser (<https://www.facebook.com/events/491536760974575/>) planned for June 21, 2014. Tickets or online donations can be made at: <https://co.clickandpledge.com/advanced/default.aspx?wid=78679>. I have posted information on AOPA calendar and FB pages, WPA FB page and OPA FB page – help us get the word out!

Thanks,  
Paul Speer, Pearson Field AOPA ASN

## WPA Logo Clothing

By Les Smith

We are all excited about the AOPA Fly In scheduled for Saturday, August 16 at Felts Field in Spokane. We are also excited for a strong showing from our WPA membership at the event. To help make that strong showing visible for all, we are bringing back WPA Logo clothing. We thought you might like to show up in a hat, t-shirt or polo shirt with the WPA brand on it for all to see. There are other items as well, including polo shirts for ladies. The logo can include your chapter and your name as well.

West VP Steve Waterman has done the legwork to identify a vendor source along with a catalog of items. He has sent this information to the Presidents of all the WPA chapters statewide, so that they can collect orders and money for a batch order from our vendor. This



helps WPA avoid an expensive investment in inventory. Steve has great taste, but he thought it better to let you choose what's right for you.

Check with your Chapter President about what items and pricing of WPA clothing you might like for this summer – and let's make a strong WPA statement at Felts Field on August 16!

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# WPA Chapters Around the State

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

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

**ARLINGTON** - The Arlington chapter meets the first Tuesday of each month at Hubbs Pizza and Pasta in Arlington at 21102 67th Ave NE Arlington WA 98223 not the NASA Cafe at the Arlington Airport. We gather for dinner 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 fly-outs, 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.**

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

**SHELTON-SANDERSON** - Bruce Loftin, 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, [mikewhite@charter.net](mailto:mikewhite@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).**

## Bosch Aviation Opens for Business at the Arlington Airport

By Charlie Longley



Bosch Aviation, a new aircraft maintenance and parts business, has recently opened its hangar door at the Arlington Airport (KAWO)! It's located in a state of the art 70' x 75' hangar at 17415 51<sup>st</sup> AVE NE, Unit B. Right next door to Bowman Manufacturing. The owners Mark Bosch and Charles Longley have a cumulative 35 years of aircraft maintenance experience. They offer service on a wide variety of aircraft. To include Annual Inspections, major structural repair, engine maintenance & upgrades, fabric work, STC installations and general aircraft maintenance & improvements.

Mark, the Director of Maintenance has Cessna service center experience and training. Additionally, he has FAR 135 maintenance experience and has worked on most general aviation aircraft including helicopters and cabin class twins. Charles, the General Manager has Cessna service center experience and worked for several FAR 135 aircraft operators in Alaska as a pilot and mechanic. Charles has also attended Continental aircraft engine factory school.

Charles stated he was pleased with the warm welcome they have received in Arlington and that Bosch Aviation is offering monthly specials for the first half of 2014 to introduce their services. Please check their website at [www.boschaviation.com](http://www.boschaviation.com) for their current monthly special. To contact Bosch Aviation, call 360 474-9999.

## It is not too late to renew your WPA membership for 2014

If you have not already renewed your Washington Pilots Association membership for 2014, please consider doing so now. It's easy. Go to [www.wpaflys.org](http://www.wpaflys.org), there on the right side is a red "Join or Renew Online Today" button which will take you through the simple process step by step. If you have any questions please send me note or give me a call.

Thank you for supporting your Washington Pilots Association.

Frank E. Hummel, Membership Director  
[Frankh909@gmail.com](mailto:Frankh909@gmail.com), (206) 499-9384

## WPA Safety & Education



This summer is predicting to be a good one with lots of good weather throughout the summer months. That usually brings out more pilots to fly; the normal who fly all the time and the "fair weather pilots" who mostly fly only in good weather. Two of the main factors of when a pilot flies is weather and fuel cost. The weather predicting to be good this summer and the fuel prices dropping a bit one would think more pilots will be flying this summer.

However, as with anything else one should be prepared to fly both mentally physically, but that is only part of the equation. There is also currency, proficiency, and personal limitations. The reason I bring this up is because we have already had three aircraft accidents in the last month in the local Seattle area. In all three cases all the pilots and passengers walked away.

In all three cases the aircraft were totaled. In all three cases they did not have to happen and could easily been prevented. In one case, the pilot got the plane on the runway then lost control veered off the runway and planted the plane on its nose and bent the airframe. In another case the pilot was trying to land a taildragger in some challenging cross winds, failed to over fly the runway and check the wind and then got the plane on the ground and as it started to swerve the wingtip touch the ground and the

tail raised to the point the prop struck the ground. There was another airport within 5 miles that had two perpendicular runways but "get homeitis" and judgment played a factor according to the pilot. In another case the pilot landed down wind thought he had plenty of runway left and decided not to take the midfield turnoff and when he got to the end of the runway went to apply the brakes and before he could get the plane stopped departed the runway straight away and flipped the plane over nose to tail. In all three cases pilot judgment was a factor.

We as pilots should get out our personal minimums checklist and review them for currency. We need to make sure that "get homeitis" is not on that checklist. We need to remember to fly the plane until it is parked and chalked. We need to make sure we know how much runway we have left, not assume we have plenty for the prevailing conditions.

On another note, I am still testing the DeLorme inReach SE Satellite Communicator that sends and receives messages anywhere in the world. I have found when flying with it in an airplane it gets better signals being near the windshield or on the glare shield. I have been using my iPad Mini with the Earthmate application to track my courses. The maps and charts are awesome and very detailed. I will report more in the coming months. In the meantime please review your personal minimum checklist and see if there are any changes or updates you need to make.

Fly Safe, Ken

## Less Flying Hours...

By Doug Cheney

Today it struck that of the most recent 30 people I've had conversations with related to flying, no more than 10 of those conversations were about happenings within past 12 months much less this month or week. Clearly something wrong with that ratio. Are we flying so little or are our flying jaunts so mundane we are not generating new/interesting experiences to share?

I totaled up my flying hours for last year and dare I share my humiliation and chagrin by admitting the total was 32hrs with fully half accrued on a single trip? It would be oh so easy to blame the economy or \$6 avgas but I'm not buying it. At risk of over-generalization I look at our cars, the technology we carry in our pockets, vacation choices and the huge flat screens in our living rooms and clearly

we have discretionary funds. I think it comes down to choice and inertia. Is somehow oh so difficult to get fired up and to the airport after a comfortable winter on our keisters!

But inertia works both ways- if a body is already in motion it tends to stay in motion and to that end I encourage you to get in motion by perusing the WPA event calendar at WPAFLYS.org, pick an event and fly there with a friend. Next week find another event and attend it; and another. Every weekend the calendar is chock full of activities all over the region ranging from short hops for pancakes to events in neighboring States or Canada. I've resolved to get out myself and see you at a few! And don't forget that you may submit event additions and updates to: [events@WPAFLYS.org](mailto:events@WPAFLYS.org).

## Friday Harbor Airport (KFHR)

Friday Harbor Airport is pleased to announce the opening of the new Pilot Welcome Center in the northeast corner of the airport next to the guest tiedown area. Like many small airports, Friday Harbor Airport lacked a facility to welcome pilots to our beautiful community. Now, thanks to a grant from the San Juan County Public Facilities Financing Assistance program, there is a nice place for pilots to rest, do flight planning, use the restrooms, enjoy free wi-fi, or just relax on the front porch.

The Port of Friday Harbor teamed with the Town of Friday Harbor to install a vehicle

turnabout for pick-up and drop-off next to the Pilot Welcome Center and installed sidewalks that lead to the town center. Friday Harbor Airport is one of the few airports in the state where visitors can tie down aircraft and take an easy 10 minute walk to town to enjoy the shops, restaurants and hotels. Come visit the "Gem of the San Juans" this season or plan to enjoy the 5th Annual Friday Harbor Fly-In and Community Open House scheduled for Saturday, July 26th. The pancake breakfast begins at 8:00 am with the show starting at 10:00 am. Check out this video from last year's event! [www.fridayharborflyin.blogspot.com](http://www.fridayharborflyin.blogspot.com)



## Lower Granite State Airport Cleaned and Ready

By Tom Morris



Six Spokane Chapter members showed up early May 17 at Lower Granite State Airport at Boyer Park to help Paul Wolf from the Washington State Department of Transportation Aviation Division ready the airport for summer use. Weeds were trimmed, gravel on the path raked for weed removal, and the windsock change were some of the duties required to sharpen up the appearance and make the airport ready to use. Lower Granite is open year around thanks to the efforts of Paul Wolf; we appreciate his continued interest in keeping the airports safe and ready for use. As we were completing the windsock change Paul remembered and spoke of Bob Kay, who had been there last year to help out. Bob helped in many events revolving around General Aviation before his passing. We do miss him, his smile and enthusiastic energy.

As work was finished around noon we headed for the Boyer Park and Marina store for lunch. New owners Leo and Terri Haas greeted us. Walking through the door you could tell

there had been some obvious changes and upgrades to the store and restaurant. The store is very clean and organized with essentials available to purchase. The restaurant is now the "Snake River Bar and Grill." The Snake River Bar and Grill is open for lunch on Tuesday, lunch and dinner Wed-Saturday, with breakfast and lunch on Sundays. They are normally closed on Mondays. Leo graduated with a Culinary Degree in Austria at 19, went on to work for the Sheraton line of hotels for 14 years taking him to many countries and regions which included Norway, Asia, Thailand and Guam and then Washington State. Needless to say, the food is excellent. With the Lower Granite Airport in great shape and the facilities offered from camping to hiking, boating, fishing and dining, there is a need to visit Boyer Park and Marina to enjoy the outdoors and a great meal. For more information call Boyer Park at 509-397-3208 or email [boyerpark@colfax.com](mailto:boyerpark@colfax.com).

## Port of Anacortes Installs Automated Weather System

The Port of Anacortes is pleased to announce the installation of an Automated Weather Observation System (AWOS) at the Anacortes Airport. This system will greet inbound pilots with a current airport weather information advisory, assisting them in safe air operations in and around Anacortes.

Inbound Pilots' calls to a quiet frequency will be greeted by an advisory, plus an announcement telling of the system's presence

and how to use it. As the frequency gets busier this message shortens to a greeting with instructions, becoming less and less apparent until disappearing entirely, automatically adapting to the congestion on the Unicom frequency. The airport manager can even adjust this feature to local pilot preferences.



## Desert Aire Fly-in

By Suzi Gruber

On Saturday June 14, 2014 at Desert Aire Airport, Airplanes from all over the area will be flying in to experience a hardy Sausage, Pancake and Eggs breakfast. In addition we will have hot Coffee and ice cold Orange juice. It's an annual Father's Day weekend event. Bring your family and enjoy. Breakfast will be served from 7 am to 11 am.

The Breakfast is served in the Large Desert Aire Airport Hangar (m-94). A small donation is appreciated. The proceeds will be used to maintain the Airport. Two Military Helicopter Units will fly in for breakfast. As well as other interesting planes.

After breakfast you have got to see the brand new State of the Art Boat Launch and

the new public 3 & 1/2 mile paved walkway right along the beautiful Columbia River. You must see the perfectly manicured 18 hole Desert Aire championship golf course surrounding the airport and overlooking the river and mountains. The pro will be glad to golf cart pilots free to the golf course, which is only a short block away. The big Military Helicopter usually brings its crew for breakfast.

If you'd like to stay for lunch, Desert Aire has two restaurants to choose from: Tumbleweeds restaurant and R-place. Tumbleweeds has great fish and chips!!

For more information call Suzi Gruber 206-948-8442

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# Deer Park Airfair 2014

By J. L. Brian

The blue sky of our atmosphere stretches toward infinity, thinning until it reaches the cobalt depths of space. Since the earliest days of humankind, we have endeavored to soar through the air. A historic quest to overcome gravity, climb ever higher, fly ever faster, rich in brilliant innovation, stunning invention, gravity defying triumph and devastating tragedy. This summer, a celebration of flight WILL fascinate, educate, thrill and surprise as Deer Park Airport (DEW) celebrates its 70th Anniversary during Airfair 2014! There is no entry fee but you must pay to park...so pack the car, truck, van or bus as full as the law allows and head to Deer Park Airport on July 19, 2014 for a day full of fantastic fun!

Parachutists under brilliant canopies will drift from the sky. One-of-a-kind aircraft will appear on the horizon and fly out of the distance, into your presence as their trajectory brings them to a landing nearby. The plane will taxi to a stop; the pilot will disembark and stand ready to relate the history of their aircraft. Visitors are encouraged to ask questions, to satisfy their thirst for knowledge!



The only surviving Boeing 40C, a combination mail delivery and passenger plane, will fly into Deer Park Airport on July 19, 2014. The fascinating story of this stunning aircraft is a barrel roll of tragedy, tenacity, and triumph!

Airfair 2014 will be a spectacle no one should miss. Among the featured aircraft will be the only surviving Boeing 40C. The 40C is the oldest airworthy Boeing airplane still flying today. Resurrected from bits and pieces of ancient wreckage recovered from an Oregon mountainside by a local historical society, this magnificent craft faced a fractured future as debris on display in a museum. Addison Pemberton who, with his two sons, owns and operates Pemberton and Sons Aviation out of Felts Field in Spokane, acquired the remains, and with his family and a host of volunteers recreated this glorious piece of aviation history. The effort took eight years and thousands of man-hours to complete.



A Stearman 4DM Sr. Speedmail, brilliantly restored by Pemberton and Sons Aviation!



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|---|---|

In addition to the Boeing 40C, a wide variety of aircraft will be featured throughout the day. Light sport, tail draggers, STOL (Short Take Off and Landing), Bi-planes, Kit planes, 300 MPH planes, helicopters, and more will grace the sky and the tarmac at Deer Park Airport on July 19, 2014.

The Boeing Museum of Flight will host two programs for youngsters in grades 3 to 8. "Yes, It Is Rocket Science" is a hands on program that helps youngsters understand the history of rockets by allowing them to design and test their own rockets! Only 95 participants can take part in this program. Pre-register so your child doesn't miss out!

"The Flying Gizmo Show" is an "assembly-style" program for up to 300 attendees. During the presentation, youngsters will learn the science and history of flight, as they witness a wide variety of identified flying objects that defy gravity, such as a flapping winged bird, gliders, kites, stomp rockets, and quad-copters. This program is so entertaining and popular that pre-registration is a must! To register for either of these programs please contact,

Airport Manager, Penni Loomis at, 509-276-3379 or deerparkairport@qwestoffice.net



Have you ever dreamed riding in an aircraft that can rise straight up, bank backward, execute a 180-degree turn and then roar off, nose down, tail up at breakneck speed? If so, Airfair 2014 has something for you, HELICOPTER RIDES! Yes, Helicopter rides will be available during Airfair 2014. This celebration of aviation isn't just for spectators, it offers visitors a chance to experience the thrill, the fun, the absolute wonder that is flight!

Airfair 2014 celebrates the history of Deer Park Airport during its 70th anniversary. No celebration of our airport would be complete without a look back at a significant though non-aviation related activity. During the late 1960s, drag racing took place at the "Deer Park Drag Strip" at Deer Park Airport. During Airfair 2014, a celebration of drag racing at the airport will take place. Wicked fast cars that raced the clock will be on display to delight both young and old, as their owners tell tales of vintage dragsters that roared like thunder! We expect up to 50 vintage drag cars to be on display!

A pancake breakfast will be available and numerous vendors will be present during the event. Don Gilmore will be your Master of Ceremonies. Don will keep all in attendance informed and entertained as a new aircraft is featured every hour and demonstration flights take place every half-hour throughout the day.



Bombs away!

A popular event last year was the flour bomb drop. Flour bombs are lunch sack sized bags of flour. Pilots load their planes with flour bombs, fly low and slow over their designated target and try to hit the mark. This year, the competition will be especially entertaining. A surprise ending that will amaze and amuse is planned.

Many air shows focus on fast planes flying far away from vast crowds who walk miles trying to get a better view. Deer Park Airfair 2014 will bring planes, pilots and people together in a structured environment focused on fun and education.

Airfair 2014 will be immersive, entertaining and leave visitors with memories they will savor every time they look skyward, DON'T MISS IT!

For more information visit, [www.dewflyin.com](http://www.dewflyin.com)

Deer Park Airfair 2014 is still accepting sponsors, if you are interested in supporting one of the most entertaining, educational and worthy events of the year, please contact, Michael Jean at; [mjeanbibco@gmail.com](mailto:mjeanbibco@gmail.com)

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# PILOT'S PARADISE Okanogan County

By Don Fitzpatrick, Jr.

Do you like to fly for fun? Are you looking for a new adventure? Here is a trip that will thrill you, your passengers, and be remembered for a lifetime. This can be done in one day, or you can spend a very pleasurable long weekend. From anywhere in Washington we are talking about less than 4.5 hours of air time. It all depends on where you start, of course.

Consider an air tour of Okanogan County. It is the largest county in Washington and bigger than the state of Connecticut! When the Washington Pilots Association go to the Washington Aviation Conference at Puyallup every year we have a booth displaying Okanogan and Ferry County flying and recreational opportunities, plus we give out apples grown in our area. People are amazed! They don't know where Okanogan County is. They don't realize we have seven paved airstrips, huge recreational opportunities, and some unique opportunities for pilots. Let me suggest a great trip...

Start by planning your flight from wherever you base to Wenatchee (EAT). When you get here, promise to ignore your GPS and use only the sectional and my suggestions. Slow down and enjoy flying like it used to be. Follow the Columbia River north. You will pass Chelan (S10) on the North side. This is a wonderful strip with gas. About 2 miles further, note the beautiful private strip on the right side of the river (River View - Private). Continue following the river until you get to Anderson Field in Brewster (S97). This is where the Okanogan River flows into the Columbia. Brewster is the first of seven paved airports located in Okanogan County. If you have the time, consider landing at each of them. Not many pilots have done this. If not, just turn left (north) and follow the Okanogan River. You are in for a real delight. Flying up the Okanogan you will see fields, orchards, lakes, foothills, mountains, and delightful natural beauty. Emergency landing opportunities are plentiful. There are many private ranch strips along the way, too. See how many you can count.

You will pass Monse. Check out all the

radar dishes on the left! I don't know what they do, but they sure look impressive. Then you will see Malott, and shortly thereafter, the Okanogan Legion airport (S35). If you stop here you will find a very nice courtesy car and you can visit Okanogan and Omak, which are side by side communities. Okanogan is the county seat for Okanogan County. A good place to eat in Omak is the Bread Line Café. This is a bakery and restaurant that will delight your pallet.

Omak, which is adjacent to Okanogan, has a beautiful airport, with fuel. Unfortunately it has no rental cars and is not really close to town. Omak is the home of the Omak Stampede and the famous Suicide Race.

Continue north, following the river, passing towns like Riverside, Keystone, and Tonasket. Give some thought to landing at Tonasket. It is a wonderful airport and has an airport car, which is an old police vehicle. It looks pretty rough, but no one will pull you over. Interesting antique stores and restaurants are in this town, which is filled with friendly people. By the way, this is the seat of the Washington Pilot's Association for the Okanogan and Ferry County chapter. A good fly-in is held at the Tonasket airport (W01) on Father's Day weekend every year. It is a lot of fun with a great barbecue on Saturday night and pancake breakfast on Sunday.

Follow the river about 15 miles further north and you will arrive at Oroville (0S7). This is one of the fastest growing areas in Okanogan County. The wine producing interest from Canada is spreading south. The River you have been following slows down to a meander as it comes into its source, Osoyoos Lake. Bring your passport if you want; land here and rent a car to visit over 100 vineyards and wine shops in this beautiful area on both sides of the Lake.

Now, turn 180 degrees and head back downriver, but go a little west of Omak. Climb to about 4,000 feet. You will go over the foothills NW of Omak and see numerous



beautiful hidden lakes that are the color you would expect at a south sea island. Check out the green valleys that beckon you to follow them to the west.

When you get back to Omak, head west to S52 (Winthrop Smoke Jumper's Base). You will now need to climb to about 6,500 to get over the hills, but you will see lots of lakes, mountains, ranches, and you might even see the Loup Loup Ski Area. If you are planning this trip as a weekend trip, as you descend into the Methow (silent h) River Valley you will have to make a decision on where to stop and stay.

The Winthrop Smokejumper base is a 5,000 foot State airport, which has self-service fuel, provided by a local dentist. He is maintaining three airplanes, one jet, and two helicopters. He obviously needs your help. But, his fuel prices are reasonable. Parking is free on the west side of the field, as it is everywhere in the County, but there is no courtesy car here. However, almost every lodging establishment in town will pick you up at the airport if you register and/or call in advance. Once you get to lodging you can walk to almost anything you want to do. You might want to call Dan and Sally Kuperberg, (996-3107) who own the Chewuch Inn. He is one of our WPA members and easy to know and like. If they are full, call Rich and Dolly Stahl at the Methow River Lodge and Cabins

(996-4348).

The Smoke Jumpers will often provide a tour of their facilities, if they aren't too busy fighting fires.

At Twisp Airport (2S0) 2700 feet, home of the majority of the general aviation aircraft in the area, you can use a courtesy car. Here again, most accommodations will pick you up if you call in advance. Try Sandy and Bill Moody (997-5970), who operate a bed and breakfast. Bill has worked with the Smoke Jumpers for more years than I have been flying and has wonderful tales to tell. From their place you can go to many venues in Twisp that will remind you of your time growing up. Visit the Twisp River Pub. If possible, attend a play at the Merc Playhouse. Go to the Saturday morning market. Interesting things are happening every weekend at Twisp and Winthrop.

All that is left is a short trip down the Methow River valley to Pateros where you turn right down the Columbia and return home. In my Maule this round trip (not including the flight from Wenatchee and back) took about 1.5 hours. I hope you enjoy it.

Don is a private pilot currently flying a tricycle Maule. He lives in the Mazama area and has landed his Maule at every public airport in Washington State. He is a WPA, AOPA, and EAA member.

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# WPA CALENDAR OF EVENTS

## June 1, 2014 (Sunday)

9:00am Martin Field Open House (S95); College Place, WA. Community and youth focused event; EAA 604 Young Eagles, Powered Parachute demo, RC demo, Free indoor RC training, flight sims, BBQ food, vintage aircraft display. Fly@MartinAirfield.com for info.

Skyfest Air Show @ Fairchild AFB; Spokane, WA (KSKA)

## June 4, 2014 (Wednesday)

9:00am North Sound Chapter

## June 5, 2014 (Thursday)

Yakima Valley Chapter

Free Admission www.museumofflight.org

## June 6, 2014 (Friday)

6:30pm Paine Chapter

## June 7, 2014 (Saturday)

8:00am Lake Chelan Fly-In, Chelan, WA (S10); Camping, live music, brkfast, lunch and potluck dinner. Contact mutter@nwi.net or 509-682-4109.

8:30am Ellensburg EAA 492 Free Coffee and Donuts; Ellensburg, WA (ELN). Weekly thru July 5. Hangar 1337 East end of field. 509-925-5431

9:00am Arlington Chapter @ Arlington Flight Services Flt School. Bkfst 0900, meeting 1000. Visitors welcome.

EAA Breakfast @ 7S3 (Oregon) www.eaa105.org  
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Neighbor Day at Felts, Spokane, WA (KSFF); Aircraft rides including DC3 and Helicopter. Displays, Aviation clubs.

## June 11, 2014 (Wednesday)

9:00am North Sound Chapter

## June 13, 2014 (Friday)

6:30pm Green River Chapter dinner meeting; contact Jim Flynn JKRv6A2@skynetbb.com, 206-498-4409.

## June 14, 2014 (Saturday)

7:00am Desert Aire Pancake Breakfast; Mattawa, WA (M94); Pancakes, sausage, eggs, juice coffee. Blackhawk heli and Pilatus air-ambulance.

8:30am Ellensburg EAA 492 Free Coffee and Donuts; Ellensburg, WA (ELN). Weekly thru July 5. Hangar 1337 East end of field. 509-925-5431

10:00am Harvey Field Chapter @ Snohomish Flying Service

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

Olympia Air Show @ KOLM

Tonasket Fathers' Day Fly-in; Tonasket, WA (W01) Combine Demo Derby; Lind, WA (O50). Adjacent to airport.

Garden Valley Father's Day Fly-In, Garden Valley, ID (U88). Potluck BBQ Sat night; Sun breakfast 7-10. Jerry Terlisner 208-859-7959.

## June 15, 2014 (Sunday)

Olympia Air Show @ KOLM

Tonasket Fathers' Day Fly-in; Tonasket, WA (W01) (Tentative) 99s (BC Coast Chapter) Poker Run; Pitt Meadows, BC (CYPK); Might be the 22nd

Garden Valley Father's Day Fly-In, Garden Valley, ID (U88). Potluck BBQ Sat night; Sun breakfast 7-10. Jerry Terlisner 208-859-7959.

## June 18, 2014 (Wednesday)

9:00am North Sound Chapter  
7:00pm Olympia Chapter Meeting @ Pearson Air

## June 19, 2014 (Thursday)

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

Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket Johnson Creek Fly-In; Yellow Pine, ID (3U2)

## June 20, 2014 (Friday)

HFF Biplane Fly In @ KPAE  
Johnson Creek Fly-In; Yellow Pine, ID (3U2)  
HFF Biplane Fly in; Everett, WA (KPAE)

## June 21, 2014 (Saturday)

8:00am Food, Forum, Flt Safety; Cascade, ID (U70). Free seminar: Recovering from overbanked attitudes; flight demo; breakfast \$7 (must pre-register for food).

8:30am Ellensburg EAA 492 Free Coffee and Donuts; Ellensburg, WA (ELN). Weekly thru July 5. Hangar 1337 East end of field. 509-925-5431  
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

HFF Biplane Fly In @ KPAE  
Great NW Air Race @ KEPH  
Johnson Creek Fly-In; Yellow Pine, ID (3U2)

HFF Biplane Fly in; Everett, WA (KPAE)  
Pangborn Aviation Day; Wenatchee, WA (KEAT)  
Richland Pancake Breakfast Fly-In; Richland, WA (KRLD). If you'd like to help contact cliff@sundanceaviation.net (that's not a typo!).

Breakfast at Big Creek; Big Creek, ID (U60).  
Fundraiser to rebuild lodge. \$10 0800-1000.

## June 22, 2014 (Sunday)

Johnson Creek Fly-In; Yellow Pine, ID (3U2)  
HFF Biplane Fly in; Everett, WA (KPAE)

## June 25, 2014 (Wednesday)

9:00am North Sound Chapter

## June 26, 2014 (Thursday)

6:00pm Walla Walla Pilot Meeting; Walla Walla Regional Airport (KALW), Walla Walla, WA. Featured topic: ADS-B Mandate. 6pm Terminal building. For additional info: js@portwallawalla.com.

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

## June 27, 2014 (Friday)

Backcountry Pilots Fly In; Garden Valley, ID (U88)  
IAC Chapter 67 Apple Cup Contest; Ephrata, WA (KEPH)

5th Annual Treeport Fly-In and Campout, Spirit Lake, ID; Treeport Airport (ID22). Aircraft judging. Tom Willis- KodiakFlyer@gmail.com.

## June 28, 2014 (Saturday)

8:30am Ellensburg EAA 492 Free Coffee and Donuts; Ellensburg, WA (ELN). Weekly thru July 5. Hangar 1337 East end of field. 509-925-5431

9:00am Pendleton EAA219 Pancake Breakfast; Pendleton, OR KPDT. Last Saturday each month.  
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Backcountry Pilots Fly In; Garden Valley, ID (U88)  
IAC Chapter 67 Apple Cup Contest; Ephrata, WA (KEPH)

5th Annual Treeport Fly-In and Campout, Spirit Lake, ID; Treeport Airport (ID22). Aircraft judging. Tom Willis- KodiakFlyer@gmail.com.

## June 29, 2014 (Sunday)

Backcountry Pilots Fly In; Garden Valley, ID (U88)

## July 2, 2014 (Wednesday)

9:00am North Sound Chapter

## July 3, 2014 (Thursday)

Yakima Valley Chapter  
Free Admission www.museumofflight.org

## July 4, 2014 (Friday)

6:30pm Paine Chapter

Tacoma Freedom Fair @ Commencement Bay  
Tacoma Freedom Fair Air Show; Commencement Bay; Tacoma, WA

Festival of Flight; Townsend, MT (8U8)

## July 5, 2014 (Saturday)

8:30am Ellensburg EAA 492 Free Coffee and Donuts; Ellensburg, WA (ELN). Weekly thru July 5. Hangar 1337 East end of field. 509-925-5431  
9:00am Arlington Chapter @ Arlington Flight Services Flt School. Bkfst 0900, meeting 1000. Visitors welcome.

EAA Breakfast @ 7S3 (Oregon) www.eaa105.org  
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Big Sky Air Race; Townsend, MT (8U8)

## July 6, 2014 (Sunday)

Gig Harbor Wings & Wheels @ KTIW

## July 9, 2014 (Wednesday)

9:00am North Sound Chapter  
West Coast Cherokee Fly-In; Arlinton, WA (KAWO)  
WPA Board Meeting; Arlington, WA (AWO)

## July 10, 2014 (Thursday)

Arlington Fly In @ KAWO  
West Coast Cherokee Fly-In; Arlinton, WA (KAWO)

## July 11, 2014 (Friday)

Arlington Fly In @ KAWO  
West Coast Cherokee Fly-In; Arlinton, WA (KAWO)

## July 12, 2014 (Saturday)

10:00am Harvey Field Chapter @ Snohomish Flying Service

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

Arlington Fly In @ KAWO

West Coast Cherokee Fly-In; Arlinton, WA (KAWO)

## July 13, 2014 (Sunday)

West Coast Cherokee Fly-In; Arlinton, WA (KAWO)  
Wings Newsletter Articles due.

## July 16, 2014 (Wednesday)

9:00am North Sound Chapter  
7:00pm Olympia Chapter Meeting @ Pearson Air

## July 17, 2014 (Thursday)

7:00pm Clallam County Chapter @ Rite Bros.

## Aviation

Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

## July 18, 2014 (Friday)

Prosser Fly-In; Prosser, WA (S40)

## July 19, 2014 (Saturday)

11:00am St Maries Annual Fly-In Breakfast, St Maries, ID (S72). 8- \$8 donation. Tina-Marie Schultz 208-245-2914 or Carol Koelble 208-245-2914.

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

OPA blueBerry Pancake Fly-In; Mulino, OR (4S9)

North Cascades Fly-In; Concrete, WA (3W5)

Prosser Fly-In; Prosser, WA (S40)

## July 20, 2014 (Sunday)

Oregon Air Rally; Hillsboro, OR (7S3)  
North Cascades Fly-In; Concrete, WA (3W5)  
Prosser Fly-In; Prosser, WA (S40)  
North Fraser Airshow; Pitt Meadows, BC (CYPK)

## July 21, 2014 (Monday)

North Cascades Fly-In; Concrete, WA (3W5)

## July 23, 2014 (Wednesday)

9:00am North Sound Chapter

## July 24, 2014 (Thursday)

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

## July 26, 2014 (Saturday)

9:00am Pendleton EAA219 Pancake Breakfast; Pendleton, OR KPDT. Last Saturday each month.  
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Friday Harbor Fly In

## July 30, 2014 (Wednesday)

9:00am North Sound Chapter

Seafair

## July 31, 2014 (Thursday)

Seafair

## August 1, 2014 (Friday)

6:30pm Paine Chapter

Seafair

Harmonica Festival, Yellow Pine, ID (3U2).

## August 2, 2014 (Saturday)

9:00am Arlington Chapter @ Arlington Flight Services Flt School. Bkfst 0900, meeting 1000. Visitors welcome.

EAA Breakfast @ 7S3 (Oregon) www.eaa105.org  
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

Seafair

Colville Fly-In

Orcas Fly-In

Harmonica Festival, Yellow Pine, ID (3U2).

For information on events after the two months covered by this calendar please go to [WPAFLYS.ORG](http://WPAFLYS.ORG) and click on "Calendar".

## Paine Field Aviation Day Overcomes Weather for Success!

By Les Smith

Paine Field Aviation Day is the signature event for Paine Chapter WPA. The chapter offers a sweat equity investment, teaming up with the Airport's financial support to invite the neighbors in for a day to get up and close to the airplanes and pilots they see so often overhead. We see it as an opportunity to share our passion and to demonstrate what an asset this airport is for the community.

After months of planning, meetings, discussions and preparations, Saturday, May 17<sup>th</sup> dawned on Paine Field with light rain, low ceilings and cool temperatures. This was not what the planning committee had ordered. But a crowd was building at the entrance gate, KRKO's Stitch Mitchell was ready for live broadcast, microphone in hand, and our on-field partners Historic Flight Foundation (HFF) and Flying Heritage Collection (FHC) were towing their warbirds out onto the ramp that would later be cleared of crowds, would turn into a hot box, and round engines would belch into life and play their sweet sounds to the crowd.

Olympia Flight Museum's HH-1K Huey and AH-1S Cobra arrived, undaunted by the lingering low ceilings. Dave Wheeler started his announcer duties by pointing out the first flying demonstration of the day. With the clouds still low, a surprised crowd turned to the north in time to see a low-flying gaggle of geese, struggling to maintain VFR down the Alpha taxiway, north to south. True to the Terminal Area Forecast, the bleak gray started to break up and lift.

Our impatient Young Eagles pilots launched just after noontime. Despite a shortened day, we gave 173 kids an introductory flight. We offer our thanks to Harvey EAA Chapter 84 for their sponsorship of the Young Eagles.

At noon, warbirds flew with FHC launching their B-25 Mitchell bomber, P-47D Thunderbolt and their P-51D Mustang. Multiple passes both in formation and singly, they carved banana turns over the runway, showing their best side for the many aviation photography enthusiasts, whose shutters

clattered like a crowd of paparazzi.

Over on the static ramp, local pilots showed off a wide variety of aircraft, both certified and experimental. From a Piper Tri-Pacer, to a Republic SeaBee, to a Cessna CJ-2, here was a chance to take an up close peek at these aircraft and chat with the pilots who own and fly them.

The attendees often report this as their favorite activity and always comment about the relaxed friendly manner demonstrated by the pilots and hosts. There was no shortage of food vendors, and the variety of offerings helped satisfy appetites. This was especially true for the kids who spent the morning entertaining themselves in the variety of elaborate bouncy houses from Clowns Unlimited. We're talking an airliner and a space shuttle with main tank and booster attached, among others.

The ramp was cleared at 3:00, crowds slowly heading for the exits, then aircraft towed or taxiing back to the hangars. The wrap up was at HFF as they hosted a BBQ dinner for the over 300 volunteers that gave their time and energy to make this all possible. Planning for next year's event will begin in January. See you then!



An excited Young Eagle waves as she taxis out for departure.



It takes an army of volunteers to make a successful event.

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