



Wings

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Serving Washington Pilots Since 1960

JUNE - JULY 2016

President's Message...



Jim Posner,
WPA President

As we head into the 2016 flying season, there is plenty going on. The "resurgence" that I spoke about in my interview with the AOPA is palpable. (www.aopa.org/news-and-media/all-news/2016/march/31/ready-for-a-resurgence?)

We have a new FBO at Boeing Field (Kenmore Aero Services) that held a very well attended open house on May 7th. Member Brice Van Baren, developer of the FATPNW (Flights Above The Pacific NorthWest) Facebook group gave a WPA-sponsored presentation about his concept and vision and how it has taken hold with now over 3,500 members.

Work parties at our rural airports are being very effective with the latest one at Ranger Creek. Participation is both fun and rewarding. It's a great way to keep our rural airports functional, safe and well-groomed and for you to meet new friends.

The Bremerton chapter "Flyday" lunches on the San Juan Islands are very popular as was the hangar party they held on May 1st which raised over \$700 for the scholarship fund. The Saturday morning fly-outs from Paine Field are also very popular.

Chapters are holding "movie night" events to attract members to participate and get to know each other. Colville's next event will be on August 5th.

Our ranks are swelling with fifty new and renewing members since the annual meeting in Puyallup last February, over 80 including those who signed up at the conference. That's a total of almost 850 members! The more members we have, the stronger our voice is when we talk to local and state politicians about GA issues around the state. Also, that means more potential new friends when you attend the events!

So, we are going to concentrate on recruiting for the foreseeable future. We will inaugurate promotional programs, enlist the help of our members to reach out and recruit pilots in their area and offer prizes and membership in the "Recruiter Hall of Fame." Those who are successful in recruiting will have their name published in our WINGS magazine highlighting their successes. We will be developing tools and scripts for members to use to make the process as painless and fun as possible.

There are potentially two new chapters in the planning process with plenty of enthusiasm for joining the WPA.

George Steed, our VP-West, is working with the WSDOT Aviation Division, to create a "Passport" program to motivate pilots to visit all Washington airports with valuable prizes to be won for doing so. Stay tuned for details.

(Continued on page 2)

Arlington Fly-In and Airshow – Big Iron to Light Sport

By Marian Jensen with Jim Scott, president of AirCore

Light Sport to Big Iron, this year's Arlington Fly-In is slated to offer aviation enthusiasts a wonder-world of flight.

Scheduled to kick-off July 7th and run through the 9th, this year's 47th annual event began back in 1969 as a small operation and has grown to being one of the Pacific Northwest's largest general aviation's gatherings.

Featured for the 2016 show will be warbirds from the Paul Allen collection both flying and on static display as well as the return to Arlington of the Cascade War Birds.

Also featured, as in the past, will be the Light Sport aircraft whose presents at Arlington has become so significant that they have their own runway and operating area.

The ultra-light aircraft movement started in the mid to late 1970's when hang glider pilots started putting small engines and propellers on their hang gliders to sustain flight. In the late 1970's original design ultra-light aircraft started appearing and the sport came on very strong into the 1980's.

In 1979 there were only 4 known ultra-light aircraft in Washington State. By 1985 there were hundreds.

Ultra-light's first flew at Arlington in

1981. At that year's Arlington Fly-In there were 15-20 and they flew off the end of a taxiway at the north end of runway 34. In 1982 the Ultralight Airpark was started at Arlington and grew to be one of the largest in the nation with over 100 ultra-lights based there.

In 1984 The Fly-In moved to the NW side of the airport and the ultra-lights were given their own runway and operating area. This continued until the Light Sport rule came about in 2004. As Ultra-lights devel-

oped with better engines and more equipment many no longer fit into the FAA's definition of an ultra-light, weighing 254 lbs. max with restrictions on speeds and fuel.

The Light Sport rule incorporated most of the ultra-lights that were left and created a whole new category of aircraft that were simple, 2 place, easy to fly, and required no medical. Since the rule was established in 2004 more than 15,000 Light Sport Aircraft have been registered in the US and the rate of airworthiness certificates issued is averaging about 3000 aircraft per year. According to FAA statistics this is the fastest growing segment of aviation and shows no sign of slowing in the next 10 years.

There have been huge advancements in technology and design in the Light Sport market over the last ten years and many pilots are stepping away from certified aircraft for the simpler and less expensive option of Light Sport aircraft. For this reason there has been a blending of Light Sport and General Aviation where most of these air-



ABOVE: From Paul Allen's warbirds to light sport or Hellcat to weight-shift, see it all at Arlington.



RIGHT: George Balazas of Spokane shows Marian Jensen how to "strap-on" a Tryke

All Politics are Local

By John Dobson and Blake McKinley

You have seen the blue button on our website titled Political Action Committee. What's it for? Who manages those funds? How can we use those funds? How do you get involved?

The original concept behind the Political Action Committee (PAC) was to provide our chapters a means to contribute to local candidates and lobby for local issues. As time goes on, either that message faded or member's assumed it was for state involvement. Regardless, contributions have slowed. The advent of our participation in the Washington State Aviation Alliance and the creation of an Aviation Caucus have rekindled our thoughts of energizing ALL political involvement. We have begun to rewrite the bylaws for our PAC.

Our definition of WPA-PAC Membership answers the questions of Management and

Ownership. "Anyone who contributes to the WPA-PAC is, by virtue of that contribution, a member of the Committee. Members will receive acknowledgement of their contribution and news of the Committee's activities". If you contribute then you have a say.

We have identified the following purpose for use of WPA-PAC funds:

"To raise monies and provide a financial vehicle to impact the laws and regulations within the State of Washington that affects General Aviation due to the decisions of State legislators and local regulatory bodies".

"To encourage pilots and users of the General Aviation System to understand governmental procedures and the public issues acted upon by State and local officials that affect the use of said System".

"To advance and protect the interests of General Aviation in the State of Washington and those served by said system by facilitating the participation in the political process".

We are seeking your input as we need to determine who will be on the Governing Board for the WPA-PAC. Also, how should the Board distribute those funds? Where do we get the biggest bang for our buck? Has your Chapter engaged at the local level in elections or land use regulations? Does your chapter know how? Do you need help understanding FAA Regulations and airport master plans? There are so many opportunities to engage our airport sponsors and our state legislators.

As we go through the process of developing comprehensive strategies for the WPA-PAC send us your thoughts, concerns (or money). In the meantime state and local officials continue to ignore or underfund our airports. If you want to become involved then by all means hit that Blue Button and become a member of our committee. More to come!

Join or Renew Online Today

Update Member Information

Political Action Committee

Youth Aviation Scholarship Fund

Membership System Instructions

Accessing the Membership System

Printing Membership Cards

Questions about the Membership System?

Please contact

membership@wpaflys.org

Washington Pilots Association
 PMB 397, 227 Bellevue Way NE
 Bellevue, WA 98004-9721

Arlington Municipal

18204 59th Drive NE Arlington, WA 98223



Arlington Municipal Airport is a vital part of the national airport system, which serves the City of Arlington and other surrounding communities within Snohomish County. The Airport, which is designated as a General Aviation (GA) facility by the FAA's National Plan of Integrated Airport Systems, represents a vital regional economic asset and supports numerous aviation-related businesses and facilities. Arlington Municipal Airport is located approximately 45 miles north of Seattle.

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

AIRPORT CHARACTERISTICS

| Location | | Service Classification | | Approach | |
|--------------------------|-------------------|------------------------|--------------------------|--------------------|---------------------------|
| Legislative Dist: | 39 | Federal: | General Aviation Airport | Airport Elevation: | 142 |
| Associated City: | Arlington | State: | Regional | Approach Category: | B: 91 to < 121 knots |
| County: | Snohomish | | | | |
| Organizational Structure | | Runway(s) | | Type of Airport | |
| Ownership Type: | City Govt. | Number: | 2 | FAA: | IIB |
| Owner: | City of Arlington | Type(s): | Asphalt, Asphalt | Description: | Beech Super King Air B200 |

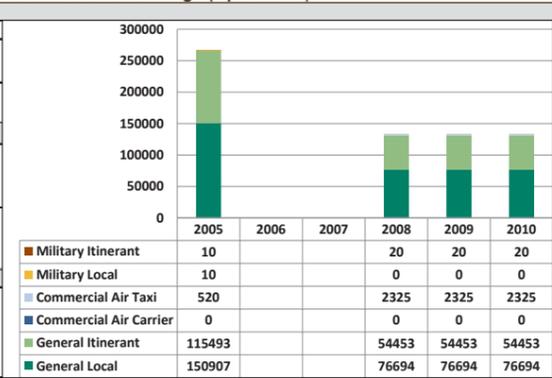
AIRPORT ACTIVITY

| Activities | Based Aircraft | | Cargo |
|------------------------------|-------------------------------------|--------------------------|---|
| | Based | Transient | |
| AIS Last Updated: 11/30/2011 | | | |
| Agricultural Spraying | <input type="checkbox"/> | <input type="checkbox"/> | Jet 10 |
| Air Ambulance | <input type="checkbox"/> | <input type="checkbox"/> | Multi-Engine 7 |
| Medical Transport | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Single-Engine 447 |
| Airplane Parts Manufacturing | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Rotor Based 11 |
| Aerial Surveying | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Glider 45 |
| Wildland Firefighting | <input type="checkbox"/> | <input type="checkbox"/> | Military 0 |
| Skydiving/Parachute Drops | <input type="checkbox"/> | <input type="checkbox"/> | Ultralight 60 |
| Aerial Tours | <input type="checkbox"/> | <input type="checkbox"/> | Seaplane 0 |
| Civil Air Patrol | <input checked="" type="checkbox"/> | <input type="checkbox"/> | Total 580 |
| Cargo Activity | <input type="checkbox"/> | <input type="checkbox"/> | Fixed Based Operators |
| Flight Training | <input checked="" type="checkbox"/> | <input type="checkbox"/> | AIS Last Updated: 12/8/2010 |
| Commercial Carrier Activity | <input type="checkbox"/> | <input type="checkbox"/> | No. of FBOs 19 |
| | | | Other Ground Transportation |
| | | | Number of Cargo Carriers - |
| | | | Total Cargo Volume (Tons) - |
| | | | Ground Transportation |
| | | | AIS Last Updated: 12/9/2010 |
| | | | Bus Service <input type="checkbox"/> |
| | | | Taxi Service <input checked="" type="checkbox"/> |
| | | | Marine Service <input type="checkbox"/> |
| | | | Rail Service <input type="checkbox"/> |
| | | | Shuttle Service <input type="checkbox"/> |
| | | | Limo Town Car <input type="checkbox"/> |
| | | | Other Ground Transportation <input checked="" type="checkbox"/> |

Comparison by State Classification

| Airport | Classification | |
|--|-------------------------------------|---------|
| | Low | High |
| Based Aircraft | 580 | 658 |
| Operations | 133,492 | 142,000 |
| Commercial 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 checked="" type="checkbox"/> | |
| MoGas | <input type="checkbox"/> | |
| Jet A | <input checked="" type="checkbox"/> | |
| Helicopter Fuel | <input type="checkbox"/> | |

Take Offs and Landings (Operations)



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: | Snohomish |
| 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 | 566 | 411 | 977 |
| Labor Income | \$ 29,100,000 | \$ 17,500,000 | \$ 46,600,000 |
| Output | \$ 92,200,000 | \$ 52,000,000 | \$ 144,200,000 |

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 | 27 | 14 | 41 | 94,000 | 0.04% |
| Labor Income | \$ 770,000 | \$ 651,000 | \$ 1,421,000 | \$ 3,311,700,000 | 0.04% |
| Output | \$ 2,300,000 | \$ 2,000,000 | \$ 4,300,000 | \$ 10,160,600,000 | 0.04% |

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

| | Cities | Counties | Special Districts | State | Total Taxes |
|--------------------|-------------------|-------------------|-------------------|---------------------|---------------------|
| Airport Businesses | \$ 141,000 | \$ 82,000 | \$ 57,000 | \$ 1,100,000 | \$ 1,380,000 |
| Visitors | \$ 20,000 | \$ 21,000 | \$ 20,000 | \$ 132,000 | \$ 193,000 |
| Total | \$ 161,000 | \$ 103,000 | \$ 77,000 | \$ 1,232,000 | \$ 1,573,000 |

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



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President's Message (Continued from page 1)

With our new Speaker's Bureau, headed by Ken Davies, chapters will have access to a wide range of aviation expertise and experience with all sorts of backgrounds to entertain and educate us. No longer will the local chapters have to work at finding quality speakers. If there is someone who the chapter would like to make a presentation and that person is not local, we'll be helping with the setup of a way to have a presentation given virtually using video conferencing. There's always a way!

Please keep your chapter president informed about what you would think will make your membership in the WPA "all it can be" and as valuable to you as possible. He/she will make that happen. We at the state level will support him/her as best we can.

Be sure to mark your calendars to attend the AOPA Regional Fly-In August 19th and 20th at the Bremerton National Airport. It's going to be great fun with lots of activities, seminars, vendors and aircraft. Camping is available on the field and there will be lots of food! The "Barnstormers" dinner Friday evening is not to be missed. Come for the pancake breakfast Saturday morning and a BBQ Saturday evening. Bring the whole family! If you'd like to be a volunteer for the event, you can sign up on the AOPA website. Just go to the Bremerton Fly-In event pages and follow the links. Let's Fly!

Arlington Fly-In and Airshow

(Continued from page 1)

can share the same airspace and airports.

Although the Arlington Fly-In still has an operation area and dedicated runway for Light Sport and Ultra-lights, many Light Sport aircraft will fly from the main runway and be parked throughout the Fly-In grounds. Many Light Sport vendors will be scattered throughout as well.

There is an active segment of Powered Parachutes that operate at Arlington as well as a few true ultra-lights that will be flying daily at the Fly-In.

Arlington is one of the few airports with a Factory Authorized Repair and Service Center for many of the Light Sport designs. AirCore Aviation with Jim Scott as president and Scott Zumwalt vice-president, is a fully-equipped, full-time, full-service Light Sport Aircraft Center and is located on the field.

DH2 by Doug Haughton

I met Dennis Halstead not too long after he was left a paraplegic in an unfortunate automobile accident in 1979. While, perhaps, he has every right to be bitter about the events that led up to his life in a wheelchair, Dennis is both positive and upbeat. Finding him without an infectious smile on his face is a rarity indeed. We have remained close friends since our first encounter at the Automotive Service Center where I worked in the very early 80's. Over the years as we have had the opportunity to get together at lunch, dinner, or social events that included our wonderful spouses, we explored the "what if's" of life, and everybody's favorite.....the Bucket List. While it was fun to imagine myriad activities and adventures, there were simply things that required two operational legs to logically make happen. That being said, Dennis has proven that the list is much smaller than originally imagined or thought.

Several years ago I asked Dennis if he'd like to go for a ride in my helicopter.

Jim grew up in aviation, starting his career at age 14 working at a small airport in Michigan. He soloed on his 16th birthday and was licensed at 17. Jim has over 1,000 hours of flight time in certified aircraft and over 5,000 hours in ultra-light and light sport aircraft.

Scott was introduced to aviation at a young age flying with his father who owned and maintained his own aircraft in the 1960's. He attended Big Bend Aviation College in Moses Lake in 1981. Scott soloed on his 16th birthday, and is licensed and endorsed to fly most of the major SLSA manufactured aircraft.

Arlington Airport offers many services to pilots including several full or part-time FBO's. One of the full-service FBO's is Arlington Flight Services. Information on fuel availability lists both 100LL and MOGAS.

He lit up like a police cruiser in a school zone. He said "Haughton, you get me anywhere close to that machine and I'm in it." I did.....he did.....and the rest, as the saying goes, is history. Dennis was truly like "a dog in the hunting truck" and occupied the left seat before I could suggest possible techniques for entering the machine.

As years passed, the conversations always seemed to end up involving my airplane and the possibility of getting him in the right seat for an up close and personal inspection of the Olympics. That day came on Saturday, February 6th of this year. The process was a bit simpler that we had originally thought. A friend, Joel Mapes, met us at my hangar to help "install" Dennis in the into the right seat of my Bonanza. We simply placed a moving blanket on the wing-walk area of the wing and slid him up to the door opening. At that point he sprung into action and before we could say "The Olympics are calling" he was in the right seat wondering why the airplane wasn't already running. In fact, he questioned my need to be in the airplane at all.

One of the many great terms we use in aviation is "Permagrin" - the impression left on your face after completing something very cool, or, perhaps, very different from your normal activity day. Without a doubt Dennis left the airport on Saturday with the world's worst case (make that the world's best case) of permagrin, and we both kicked a significant dent into our collective buckets.

The Olympics (I refer to them as the Snow Cones) were stunning to say the least. We certainly fly in an area of exceptional beauty and we shouldn't miss the opportunity to share our backyard beauty with others.



Doug & Dennis

Washington Pilots Association

Executive Committee & Officers

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|-----------------------------|--------------|
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WASHINGTON PILOTS ASSOCIATION



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

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Be smart, and please fly safely.

Ecology's Carbon Rule: A Money Transfer from Washington to California and Wall Street

By Dave Lucke with information from the Washington Climate Collaborative and Association of Washington Business

Washington is one of the lowest-carbon states in the nation when it comes to emissions from road vehicles, electricity generation, manufacturing, or commercial and residential buildings and aircraft. A combination of forward-thinking policies and innovation has reduced our carbon emissions below what they were in 1990 and created a clear and downward trend into the future. It is anticipated that the state will meet its emissions goals for 2020, which is to have Greenhouse Gas emissions reduced to 1990 levels. All of us – families, farmers, workers and employers – are invested in protecting our environment, and it shows in the many ways this success has been achieved.

The reality of this makes Gov. Jay Inslee's proposed carbon cap all the more puzzling. A year ago, he submitted a cap and trade proposal to the Washington State Legislature that would have created a \$1.3 billion energy tax on Washington consumers. His most ardent supporters in the Capitol saw the problems with implementing this policy, and his proposal failed to even get a vote.

Undeterred by the lack of support for his idea of increasing energy prices, Gov. Inslee announced that he will implement a similar policy through a regulatory action instead. But, let's be clear: like his cap and trade proposal, his new carbon cap will increase the

price of gasoline, electricity and heat for every Washingtonian. And, in a head-scratching twist, the penalties paid by consumers who use energy will be transferred to state governments, wealthy investors and utilities outside the state of Washington.

Let's start with the cost to consumers. During the cap and trade debate, the Governor famously alleged that his proposal would only target the "big polluters." But, his own economists undercut this message. They made clear through their analysis that his proposal would immediately increase the price of a gallon of gasoline by \$.12 and by \$.49 per gallon over time. Natural gas would see a price increase as well.

His new carbon cap rule would have a similar impact. How? Because every distributor of fuel – whether it be gasoline or natural gas – will have to pay a penalty on their consumers' use of their product. In other words, he counts every Washingtonian who drives, flies or heats their home among the polluters

and makes them pay a higher price. This is simple economics – when you add to the cost of distributing a product, the consumer price of that product will increase. That is the conclusion the Governor's economists came to in their analysis of his cap and trade proposal and the same will be true with his carbon cap rule.

But who does the money go to when a Washington consumer pays the penalty?

Under the rule, companies are required to buy "allowances" when customers use energy and cause emissions to exceed the carbon cap. That's the penalty. The eligible allowances under the cap include

those sold by the Regional Greenhouse Gas Initiative (RGGI is a collection of Northeastern U.S. states), the State of California, or Quebec. But, companies can also purchase them from businesses or utilities in these other states that have credits to sell. Either way, the additional money Washington drivers and pilots spend on gas is going to wind up in the coffers of other state governments

or their utilities.

It's not just other state government and entities, however. Carbon allowances are bought and sold just like any other financial instrument, which means it's a market served by institutional investors, hedge funds, and other financial speculators. So, if the money paid by Washington drivers doesn't wind up paying for California teachers, then it will wind up in the pocket of Wall Street investors. While there is strong opposition to the Governor's cap and trade proposal, at least it had the courtesy of directing the energy tax to government services in Washington.

The Washington State Legislature saw the flaws in the Governor's cap and trade proposal and rejected it. Now, he's developed a regulatory alternative that will transfer money from Washington consumers to other states and investors with no benefit accruing to the state.

There are so many opportunities for collaboration between the Governor and Washington families, farmers, workers and employers, that his obsession with top-down regulatory and financial schemes is disappointing. It has been demonstrated that we can reduce carbon effectively, and there is much more we can do if we work together to develop one clean air policy that makes sense for Washington.

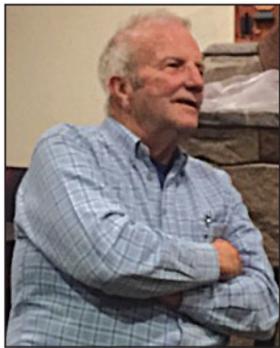
And another 50 cents added to the cost of a gallon of 100LL

Ray Arnold

By Donna Childs, Spokane Chapter President and WPA Board Secretary

On April 20th, 2016, the Spokane Chapter held their General Meeting. We had a record attendance at the meeting of

62 people with some coming from as far away as Lewiston and Sandpoint. The guest speaker that attracted all these folks was Ray Arnold, owner of Arnold Aviation, Cascade, Idaho. Ray is a veteran backcountry pilot, with over 50 years of experience. He has flown the US mail in the Cascade area, roughly the size of Kentucky, for over 40 of those years. His backcountry mail route is the only one of its kind in the lower 48 states but his deliveries include so much more than mail, as he explained to us. He has flown everything from



Ray Arnold

groceries to fuel, as well as sick and injured residents, and everything in between! He has seen and experienced pretty much every-

thing backcountry flying can offer. He gave us a very candid picture of his experiences with a few safety reminders thrown in for good measure! Having moved to the area from Minnesota to teach science and math, he realized that flying was much more exciting! And although he's never experienced a major injury while flying his route, he did talk about a few close calls which included a couple of engine failures, birds slamming into his plane

and deer and bears running through his line of sight. In his words, "We're just like any

rural postal carrier who make their deliveries by car, except we fly."

Every Wednesday for the past four decades, flying either his Cessna 185 or his Cessna 206, Ray has dropped off postal shipments to 22 regional airports. He flies a route through the Frank Church, River of No Return Wilderness in central Idaho which is the 2nd largest wilderness expanse in the continental United States. The wilderness known as "The Frank", overlaps the northern section of the Rocky Mountains along the Snake River and is heavily populated with evergreens. So as a result, Ray has had to contend with visibility issues.

Even though Ray does not technically work for the Postal Service, being a

contract worker, he has become a fixture on the route which has led to many friendships that most postal workers just don't get the opportunity to enjoy. Many of the area residents don't even have a phone so Ray is their only contact with the outside world. Still going strong, Ray has no plans to retire any time soon. So if you're ever down in their neck of the woods (Cascade Airport U70), I'd suggest dropping in to say Hi and have Ray tell you a few of his backcountry stories. They are definitely worth a listen!

Ray and Carol own Arnold Aviation and besides doing the postal route, Ray also flies charters and makes fuel deliveries. They employ about 10 workers, including their son, Mike.



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

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

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

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

DEER PARK - The Deer Park chapter meets on an "as needed" basis at the administration building located on the Deer Park Airport. **For more information about Deer Park chapter and 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 or contact the Chapter President Shane Mahoney at shane@skynetbb.com, 360-802-2300.**

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 Sandy Burn at 801-673-4380.**

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 **Robert Powell robthpowell@gmail.com.**

OKANOGAN & FERRY COUNTY - The Okanogan and Ferry County WPA Chapter meets on the third Thursday of the month during late fall/winter to spring. Meeting locations alternate between Koala's in Omak and Whistler's in Tonasket. Meeting times and locations during good flying weather vary. **For information regarding a specific meeting date/location, contact Lee Orr at 509-486-4502 or Bob Hoffman at 509-997-8141.**

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.painechapterwpa.org or send email to paine-president@wpaflys.org**

SHELTON-SANDERSON - The Shelton-Sanderson chapter meets 10am Saturdays at Sanderson Pilot's Center.

SOUTHWEST/VANCOUVER - For meeting information contact **Bob Brown at 360-607-5060.**

SPOKANE - Meetings are usually held on the third Wednesday of each month at Darcy's, 10502 E. Sprague beginning at 6:00 PM. Meeting program information can be found at WPASpokane.org. **For more information contact Chapter President Donna Childs at Cloud_Jockey@msn.com, 208 699 7394.**

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

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

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

YAKIMA VALLEY - The Yakima Valley chapter meets every Saturday morning at 8:30 at Yakima Airport. **For chapter information, contact Les Flue at les@lesflue.com.**



RAF Backcountry Noise Study

The Recreational Aviation Foundation (RAF) in its mission to preserve and create airstrips for recreational access has addressed the question of the effect of aircraft noise on wildlife. A recently released study concludes that there is no significant increase in stress levels among wildlife due to recreational aviation activity.

To defend recreational aviation on public lands, the RAF seeks to provide credible information when backcountry airstrips are evaluated as part of land management planning. In 2014, the RAF was awarded a substantial AOPA Foundation grant toward the cost of a two-year study to determine if there are noise effects around backcountry airstrips, and if so, how these effects compare with other uses. Montana Department of Transportation provided substantial funds, matched by the RAF.

Wildlife biologists and physiologists

use a sophisticated technique of evaluating stress levels in mammals by measuring the presence of stress hormones excreted in feces. University of Montana post-graduate wildlife biologist Devin Landry and his colleagues collected samples among a suite of six Montana and Idaho backcountry airstrips; and six control sites devoid of aircraft noise, overseen by Dr. Ric Hauer, Ph.D. of the University of Montana's Institute on Ecosystems. Volunteer RAF pilots flew the scientists and their equipment in and out of the airstrips. The study "focused on white-tailed deer and mule deer because of their ubiquitous distribution and relatively high densities allowing for repeated measures and comparative sampling between airstrip sites and control sites" the Executive Summary explains.

After laboratory analysis, Landry and Hauer published an 18-page document subjected to peer-review. Titled "Effects of Backcountry Aviation on Deer Stress Physiology," it is now available as a reference for land managers and the general public. It

summarizes:

"Based on the results of our study, we concluded that there is no significant increase in stress levels among deer due to recreational aviation activity (e.g., takeoffs, landings, prop noise, camping, human presence) at backcountry airstrips compared to that expressed by deer as a result of similar, but non-aviation recreational activity (e.g., camping, motorized access to campground or trailhead, human presence) at campground and recreation access sites."

Dr. Hauer wrote, "We believe that when ethically used, recreational aircraft is one of the lowest-impact means of backcountry access." The study reinforces this position and goes a long way toward ensuring that backcountry airstrips remain an integral form of access.

The Recreational Aviation Foundation is a public 501(c)3 non-profit organization formed in 2003 to preserve, maintain and create airstrips for recreational access. Its headquarters are 1711 W. College St., Bozeman, MT 59715, www.theraf.org

Cessnas 2 Oshkosh 2016

By Frank Hummel

Thinking about flying your Cessna to Oshkosh, Wisconsin this summer for AirVenture? Popular opinion is that joining the Cessna 2 Oshkosh mass arrival is by far the most enjoyable and safest way to do so. We will be holding the required one day C2O formation flying clinic Saturday June 11th in Olympia, WA. June 25th is the weather backup date. Once again hosted through the generosity of Jorgensen Air Service. Think about it. Many have casually joined and keep coming back. The C2O formation mass arrival and training is a great introduction to gentle formation flying and prepares the pilot in an easy going and informative manner. If you have any questions please send me a note at frankh909@gmail.com.

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Airports Report

Repeating myself here, but it's very important that WPA members take the time to comment on 2014-2017 Airport Layout Plans on the WSDOT Aviation website. <http://www.wsdot.wa.gov/aviation/AllStateAirports/StateAirportALPs.htm> (Find the tiny link under "Feedback" and please comment to benefit us all.) Please also consider the Adopt an Airport program for one of the "orphans" and help out at one of the work parties listed below.

Good News///Bad News:
Stuart Island is OPEN!///
There have been three recent incidents of WPA members who have landed at 7WA5 without regard to the requirement for a reservation, for ANY landing thereon. This has caused significant concerns for the owners.

I have been working with WPA member Rhys Spoor and Stuart Island Owners Association president to develop a "WPA NOTAM" and parking map which will be posted on the WPA website dropdowns. At the time of making a reservation, I will ask members to read and acknowledge having checked the NOTAM. Meanwhile, we are working with WSDOT to revise FAA Form 5010 to better clarify appropriate and allowed use of the runway. Sorry if this seems too anal-retentive, but access to the WPA cabin is a fabulous membership benefit which we all need to protect.

The work party season is upon us. Ranger Creek was well-supported by WPA members and well-organized by WSDOT's Paul Wolf. All participants enjoyed Al Banholzer's traditional chili. Other state-managed airport work parties

are planned as follows:

Lower Granite State Airport – WPA Spokane Chapter – Cancelled. TBD at a later date.

Stehekin State Airport - Pilots - Tentative Schedule Saturday May 28, 2016. Cancelled.

Skykomish State Airport – WPA Paine Field Chapter – Scheduled June 18, 2016. 9 AM Start time.



By Tom Jensen
Airport Affairs

Sullivan Lake State Airport - WPA Deer Park Chapter - Scheduled Saturday June 11, 2016. 9 AM start time.

Sullivan Lake State Airport – RAF, WSPA, and WPA Deer Park Chapter – Scheduled August 13, 2016.

Check <http://www.wsdot.wa.gov/aviation/Airports/AdoptAirport.htm> for updates.

If you're aware of the Cascade Subduction Zone earthquake, due any day now at 9.0, there is a major exercise called "Cascadia Rising" starting on June 7. You may notice an unusual number of military operations coordinated by WA Emergency Management and National Guard. That's interesting, but folks should be thinking about personal preparations. FEMA has some good advice at <http://www.fema.gov/cascadia-rising-2016/social-media-shareables>, but what will you do to keep your hangar from falling on your airplane?

As noted earlier, WASAR has offered to place a webcam at Stampede Pass. I am working with landowner The Nature Conservancy and NOAA for lease revisions to accommodate these cameras. As "they" say, "Watch this space!"

Eastside Report

As I sit here writing this report I wonder why I did this to myself. Then I remember the trip to the Tri-Cities Chapter meeting in April where I got to see old friends, meet new people, and I hope, spread a little knowledge around. Mike and Marjy set the stage for me to be able to speak to a larger than normal group at that meeting. We covered the Wings Program and how the newer changes have made the program much easier to use and more a positive training tool. Outside of that presentation, we covered the reasons for being a WPA member, I ask everyone there to ask one of their friends to join and be a member citing the accomplishments we have been involved with in getting good things done for Washington Pilots and their Airports. I was introduced to the new Tri-Cities leadership and welcome them to the leadership team. I was impressed with Mr. Jim Hightower the new Chapter President, and his willingness to step up and help keep the Chapter active and moving forward.



Tom Morris
Vice President, East

In May I am attending the Yakima Chapter meeting with Mr. Ben Wyborne. Ben is an Aviation Attorney in Spokane that has several very important topics he likes to educate pilots about. If you attend one of his presentations, bring something to take notes with. He is very informed on the Pilots Bill of Rights and Unmanned Aircraft (drone) rules. If you fly model airplanes, there are some new things for you to know as well. Also in May the Spokane Chapter will be assisting Paul Wolf at Lower Granite Airport, as well as the Tri-Cities Chapter assisting Paul at Lower Monumental Airport May 15.

June brings activities at Felts Field-Neighbor Days June 4; WPA movie Friday

evening August 5 and airport open house/fly-in at Colville August 6; a bring your lunch fly-in at Coulee City June 11 for the day; Tonasket Fly-in June 18; Colfax fly-in breakfast June 25. All of which I hope to attend to re-enforce the value of membership. I haven't set any July visits to other Chapters yet, but will as time gets closer. I will be contacting Klaus Marx, to see if any activity has occurred with the re-establishment of the EAT Chapter. I wanted to let them have some time to meet and talk so there would be an indication of what needs to be done.

Okanogan/Ferry County is always very active and has a two page flier out for their activities. As close as Deer Park is, I haven't had a chance to make one of their meetings yet. Cathy McMorris Rogers attended an Airport meeting last month. I will be talking with Darold Schultz to see how the meeting went. The Deer Park Chapter works with Paul Wolf to help out on the Sullivan Lake Airport, which, too, is usually a June event.

I have written two different versions of a Wilbur Airport information article which should be put out soon, one in the Enroute, the other in the Wings Pub. I have had an offer by a Spokane Chapter member to send Marian another informational article. She should be getting that soon.

I have asked all the Chapters to have their money handlers contact Bud to get the books straightened out. I have not followed up on that yet. They have also been informed to pass a list on to me or John so inactive names can be dropped. I have a list from the Spokane Chapter which is not completely finalized yet.

Westside Report

I sent a message with action items to chapter presidents and have heard back from 3: Paine, Clallam, and Green River.

Purging Database – Paine reported that they had purged 248 names and reported same to John Dobson. Green River is working on it and Clallam has questions.

Everyone is aware of the need to audit books more frequently. This will need to be reiterated, both through additional messages (marginally effective) and VP attendance at chapter meetings (more effective)

Editorial material has been requested. No response so far. Passport program! Tristan assigned the program to Conrad Harvey who left the office at the end of April. He has been replaced by Lizz Slabaugh, an energetic former Army helicopter pilot now working for the WSDOT Aviation office at OLM. I met with her on May 10th, a plan has been formed, a timeline set down, and tasks have been assigned. We hope to be able to announce the program on Aug 20 at the AOPA fly-in at Bremerton. WSDOT loved Tom's idea of using the Washington State Airport Guide as the passport. I'll outline details at the meeting. SW chapter. Jim and Doug Haughton attended a chapter meeting. They were receptive but are still talking, have questions

(WIIFM), and need hand-holding. I'll visit their next chapter meeting and provide as much reassurance as I can.

The Boeing Field fly-in was a grand success. A group has purchased the Aeroflight FBO, renamed it Kenmore Aero Services, will drastically drop the price of 100LL (\$4.50/gal), is starting youth building and flying programs, and promises to support and encourage GA traffic at Boeing Field.



George Steed
Vice President, West

Membership Report

We are seeing either no change or steady month over month growth across all chapters. While total numbers are still down compared to end of last year, I'm confident that with concerted efforts, we will make it back to that point. There have been 41 new signups since the Chelan meeting. Keep 'em coming!

Last week's open house at the new Kenmore Aero Services FBO at BFI was a great success. Phenomenal weather, free food, cheap avgas(!) and great word of mouth produced a turnout



Brandon Freeman
Membership Director

numbered in the hundreds. The Beech Boys made an appearance, as well as a C-130 and a variety of other aircraft whose pilots took advantage of the weather.

Special thanks to Mike Luigs and Jason Richert of Kenmore Aero as well as FATPNW's Brice Van Baren for plugging WPA multiple times throughout the day. We also gained two new members (1-Bremerton & 1-Green River)!

While at the Open House, I had a chance to test out the Square reader for taking initial sign up dues. Both new members who signed up used this method. The process was quick, and an email from Bud confirmed that the dues had been debited. If the Board approves, I highly recommend using this method of payment at any fly out or aviation event where WPA has a presence. I will certainly be bringing this to PAE Aviation Day.

Speaking of which, Paine Field Aviation Day is next Saturday May 21st. If you're interested in helping out, please contact Frank Hummel at frankh909@gmail.com. I

will be working the WPA booth in the morning.

Brice Van Baren and I chatted some at the Kenmore open house. We are trying to coordinate around our respective work and family obligations, but we plan to meet up in the next couple weeks to discuss how our respective organizations can better cooperate and collaborate together. He stated at the Open House that he has some exciting things planned for FATPNW that he hopes to announce soon. I'm very interested to see what kind of collaboration we can have with him.

Lastly, Les Flue recently emailed the Board to announce that he would be stepping back from Social Media duties with WPA. He indicated that he would like Membership to take over the role. I do not oppose this idea, and will explore with him what would be required to take this over properly.

Please feel free to ask me any questions leading up to Pasco or at the meeting. Thanks very much.

Safety Report

1. AFD's have changed their name to Chart Supplement U.S. All of the information provided in the publication will remain the same. The FAA updates the supplements every 56 days, making them a staple in pilots' flight bags; they also are searchable online and available as PDF downloads.

2. In December 2015, the Senate passed a compromise version of S. 571, the Pilot's Bill of Rights 2, which would mean most pilots would only ever need one third class medical exam. The third class medical reform provisions passed by the Senate go far beyond the AOPA-EAA 2012 petition. A slightly different version of the Pilot's Bill of Rights 2 (H.R. 1062) was introduced in the House but has not yet come to the floor for debate and a vote. If the House passes S. 571 as approved by the Senate, the bill would go directly to the president's desk to be signed into law. For now, it is being held up because of the House debate over



By Ken Davies, Safety
& Education Director

privatizing air traffic control that has stalled all aviation-related legislation.

3. A "Speaker's Bureau list has been assembled and will be available to chapters for them to have people on the list as guest speakers. There will be an option to speak in person or by "virtual reality" skype. I have decided to create a Standard Operating Procedure (SOP) for requesting speakers and the guidelines to be followed so we have a standardized process and each speaker know what will be expected of them but at the same time we respect the time and effort they give to the chapters. I expect to have this fully implemented by the end of the month.

4. Drone registration is currently in full swing. A website has been provided by the FAA "Register my UAS" to register all drones. <http://www.faa.gov/uas/registration/> Anyone who owns a small unmanned aircraft that weighs more than 0.55 lbs. (250g) and less than 55 lbs. (25kg) must register with the Federal Aviation Administration's UAS registry before they fly outdoors. People who do not register could face civil and criminal penalties.

Owners must be:

- 13 years of age or older. (If the owner is less than 13 years of age, a person 13 years of age or older must register the small unmanned aircraft.)
- A U.S. citizen or legal permanent resident.

Owners must register their UAS by paper if it meets the following guidelines:

- Your Aircraft weighs more than 55 lbs
- You intend to operate your aircraft outside of the United States
- Your aircraft is owned by a trustee
- The aircraft owner uses a voting trust to meet U.S. Citizenship requirements

It cost \$5 to register drones. There is still lots going on with drones and drone safety. I will provide for information in Wings and at the next meeting. Word to the wise a DROTAM has been issued for the remainder of the month of May for the Salish Sea (San Juan Islands) the drones will be operating 200 feet and below at various times. Ten aviation advocacy groups submitted a letter to U.S. senators this week, asking them to oppose any changes in the FAA Reauthorization Act that would allow local and state governments to create their own rules about drones. Allowing that kind of "patchwork" of laws could "erode, rather than enhance, air safety," the letter says. It also has a "strong potential to create confusion and compliance burdens." Only the FAA should regulate airspace, the groups say.

5. New student pilot certificate rule is now in effect. Contact any CFI to get the ball rolling when a student starts flying. No student can solo without a student pilot certificate issued by the FAA.

Ranger Creek Airstrip awaits your arrival

By Al Banholzer

This year on Saturday, May 7th, Green River Chapter had a very productive work party at its adopted airport, Ranger Creek (21W). The weather was very cooperative for this annual event with a clear blue sky, very light wind, and temperatures in the high seventies by mid-day. We had 51 volunteers helping with the work, including 10 Boy Scouts from Auburn Troop 401, along with members of the Recreational Aircraft Foundation (RAF). This year 17 aircraft flew in, including one that provided a big surprise. In past years it was not unusual to have an aircraft from Canada, but this year we had an aircraft and pilot from Costa Rica fly in. He had read one of our notices of the event and decided to join in the fun!

Under the direction of Paul Wolf, the DOT Aviation Division, Manager of State airports, the entire runway was cleaned of winter debris, small tree starts along both sides of the runway were pulled up, gravel in the aircraft parking area leveled, and rocks placed around the segmented circles of both windsocks. Washington pilots are really fortunate to have Paul as he is truly

dedicated to maintaining and improving our fifteen State Airports. Another big job accomplished was helping two members of the U.S. Forest Service assemble ten picnic tables and then anchoring them in camping sites near the runway. After the work was finished we once again emptied a very large pot of Ranger Creek Chili and consumed lots of cornbread.

Ranger Creek is located in a beautiful mountainous area just to the northeast of Mt. Rainier. The State has installed fire rings and picnic tables in the aircraft parking area across from the midfield windsock. It is a good spot to pitch a tent and then explore the many interesting trails running through the area. There are no utilities provided so bring in everything you will need and please take out your trash and any other you might find. The winds are usually light before 10:00 and after 17:00 and a standard left-hand pattern landing to the North (33) is suggested if the wind permits. Ranger Creek is now open for the Summer Fly Season so please use and enjoy the best recreational airport in Washington.



WPA Green River Chapter Members sweeping the runway from left to right --- Dick Migas, Leo Dondlinger, Dave Lawrence, Curt Bryan and Shane Mahoney

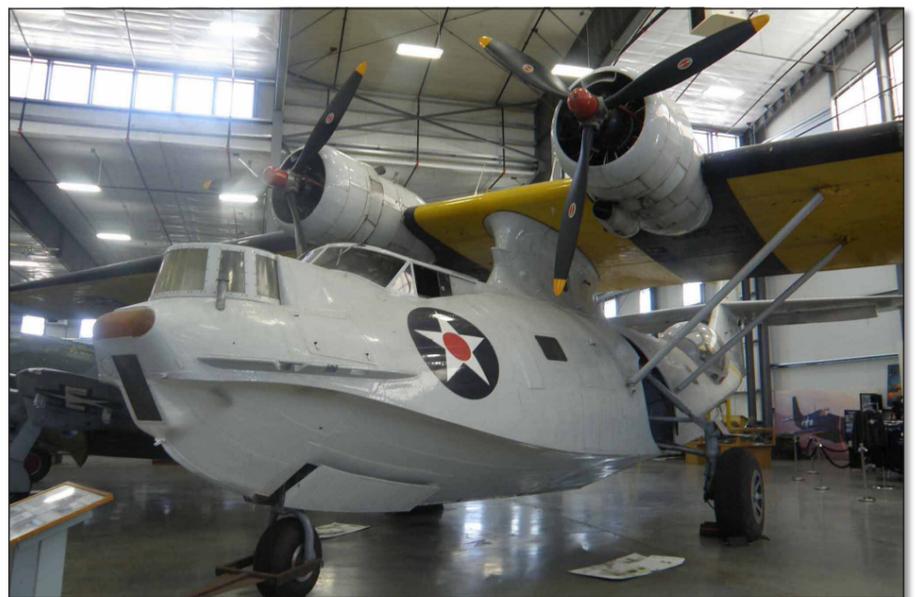
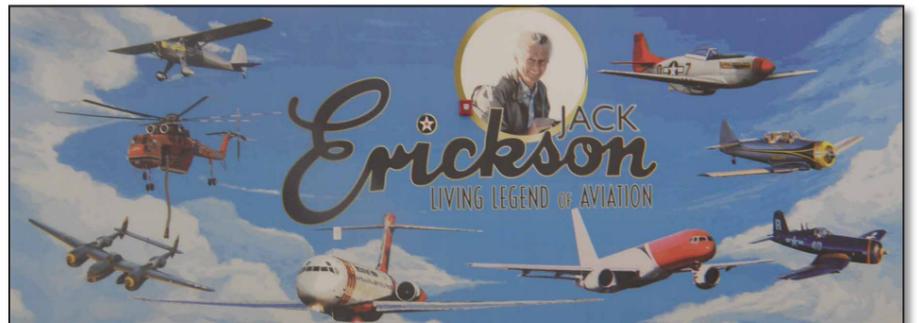
Interesting Flight to Madras

Marjy Leggett and Mike White recently flew in his Cardinal to Madras, OR (S33) to visit the Erickson Aviation Collection and the Erickson Air Tanker Facility. Michelle Forster at Erickson met us and allowed us to view the very well-kept museum building and then showed us the air tanker hangar, where they were currently working on a DC-7. We told her that we were going to recommend S33 and their facility as a WPA Fly-Out destination. We parked the plane at the very north end of the ramp. Michelle said that area would be fine for a Fly-Out group. All of the planes, except for two, are flyable and they fly a few every week.

Those two are undergoing restoration.

Tracy Berg at the FBO, Berg Air, was very helpful and supplied us with a courtesy car (old police cruiser) to go into town for lunch. Berg Air has a very nice FBO building.

We had great VFR WX and a great flight! It's about 130NM from Richland, depending on which way you go around the Boardman Restricted Area. Also, if you fly on down to Bend (BDN), you'll find the cheapest 100LL in the region. Check out www.ericksoncollection.com for details on the museum and www.berg-air.com for the FBO.



WA Airport Restaurants List Status Report

By Warren Hendrickson

The Washington State Airports Restaurant List continues to receive wide dissemination and has been well received. During February's Northwest Aviation Conference and Trade Show, the Washington Airport Management Association (WAMA) distributed well over 200 copies of the list to conference attendees until their supply was exhausted. Quarterly updates have thus far kept up with the inevitable periodic changes given the dynamics of the industry.

The latest news is that, with the gracious support of Kandace Harvey at Harvey Field, the restaurants list may soon be moving to a web-based list rather than the existing pdf document. Harvey Field IT Manager Tony Green has been instrumental in this effort and internal beta testing will soon commence. Stand by for more information once it goes live.

For now you can access the list (the most recent version is dated February 9, 2016) via the websites listed below. An e-mail link on

the list itself provides a means to submit suggestions and corrections. In the meantime, go fly and patronize our statewide airport restaurants. Our airports and airport businesses will appreciate it, as will those you take along for the journey. Bon appetit!

WSDOT Aviation website link (scroll to the bottom of the page):

<http://www.wsdot.wa.gov/aviation/SAR/PilotsPage.htm>

WAMA website link:

<http://www.wama.us/resources/Documents/WA%20State%20Airport%20Restaurants%20-%20209Feb2016.pdf>

Flights Above The Pacific Northwest (FATPNW) website link (Facebook logon and group membership required; scroll down to the restaurant list file):

<https://www.facebook.com/groups/FLightsAboveThePNW/files/>



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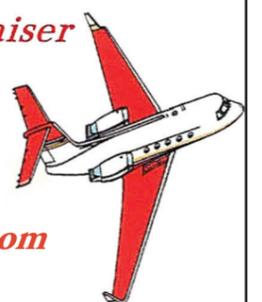
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Richland Aviation Celebration

Richland Airport will celebrate its 10th annual Aviation Celebration Friday and Saturday, June 17-18.

On Friday at 6pm a barbecue is planned for all local and visiting pilots and their families. Saturday from 7am to 11 there will be a pancake breakfast hosted by EAA Chapter 391, antique and experimental aircraft on display all day plus a Young Eagles Rally from 9am to 1pm for all those kids from eight to eighteen who are registered.

Several food vendors will be on hand to tempt the crowd. Admission is free.



Felts Field 6th Annual Neighbor Day Open House

Felts Airport will be hosting the 6th Annual "Neighbor Day Open House" from 9:00 a.m. - 4:00 p.m., Saturday, June 4, 2016. The event is free and open to the public. Antique, vintage, homebuilt "kit," commercial and contemporary planes based at Felts will be on static display. In addition, approximately 20 community organizations will have exhibits in the center hangar bay of Western Aviation's new Flight Center. Also, several food trucks have committed to participating, which is a new addition to Neighbor Day.

The event is made possible through the coordination with a variety of volunteers including Western Aviation, Honor Point Military and Museum, Larry Tobin, and the Spokane

Chapter, Club No. 79 of the Experimental Aircraft Association. This year's Open House will feature a P-51 Mustang and "Grumpy," a B-25 Mitchell from Everett's Paine Field-based Historic Flight Foundation (HFF). Visitor will have the opportunity to talk to the HFF pilots and ground crew while visiting the P-51 and B-25 up close and then take a complimentary tour of "Grumpy." For B-25 flight reservations, please call 425-348-3200 or visit, <https://app.etapestry.com/onlineforms/HistoricFlightFoundation/Reg-NeighborDay2016.html>. B-25, biplane, and helicopter rides will also be available for purchase on-site. For additional information regarding Neighbor Day and directions to Felts Field, please call 1-800-493-7515.

Naval Air Station Whidbey Island Open House

Naval Air Station Whidbey Island will hold a Public Open House on Saturday, June 25 at Ault Field from 9 a.m. to 3 p.m.

The open house is an opportunity for the public to learn about past, current, and future operations at the Navy's only air station in the Pacific Northwest and see the 2016 Navy Installation of the Year.

Aircraft static displays will include the EA-18G Growler, P-3C Orion, MH-60 Knighthawk helicopter, the new C-40 Clipper and a visiting P-8A Poseidon, which will soon replace the P-3C's. Aerial demonstrations planned include the EA-18G, P-3C and Search and Rescue helicopter.

There will also be other visual displays, guided bus tours, a Search and Rescue and K-9 Working Dog demonstrations, Explosive Ordnance Detachment displays, bouncy toys for children and a climbing wall for those wishing to test their climbing acumen. Aviation memorabilia will also be available for purchase as well as a variety of food and beverages.

All visitors over the age of 18 will be required to have state or government issued identification for access to the base. Due to security measures, the following items are not allowed on the base: large bags, backpacks, weapons, coolers and pets. Additionally, drugs or drug paraphernalia to include marijuana products are prohibited from the base. Items permitted will be strollers, diaper bags, small women's purses, wheelchairs, service dogs, bottled water, cameras and video recorders.



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Barrow Or Bust

By Maureen Griggs

Part two in a series of WPA member Maureen Griggs' trip to Alaska

APRIL 9TH 2015

It came as a surprise the next morning to realize that we might actually have VFR weather to Fairbanks, since reports the evening before were forecasting a great day to stay on the ground in Whitehorse! However, getting to Northway (The first leg) would depend on how successful the St. Elias Mountain Range would be in holding back the raging low that was a fixture in the Gulf of Alaska this time of year.

Suddenly, it became a race to complete the tasks for departure. Border crossings are always challenging, but this morning, there was a time crunch added to the challenge. A customs' drop-dead check-in time of 3:00 at Northway (And, throw in a time zone crossing for fun) added to the angst. The route had been previously planned, so the usual US and Canadian contacts were made, flight plans filed, departure and arrival times determined, border crossing time estimated, and EAPIS completed. All the checklist items ticked off! Whew, done! Then, as we were walking out of the room, US Customs phoned..... What pilot wants to get that call?! How much trouble could I possibly have gotten into with my feet still on the ground, and this early in the day!? I knew it was important, as she had been calling every contact she knew of to reach me, and had now, finally called my cell phone. (Go Figure!) It was the Cust-



oms agent in Tok, AK, and she wanted us to change our entry destination from Northway to Tok! I wasn't interested at all (Let me count the ways!), so I told her that the request was simply too late, and that I would proceed as planned. Stonewalled, she was an unhappy agent to be sure. (Let's just say that her title of ICE at that point, was befitting!) Her chilly, final retort was: "Thank you for working with us!" I was quite able to read between those lines, and now, I was concerned about what our reception in Northway was going to be! Tamping down visions of a very irate customs agent awaiting us across the border, we checked out of the Skky Hotel, got a shuttle to the airport (Thank you Justin at Rodan Air!), repacked the plane, and took off.

We were now able to navigate and remain in proximity to the Alaskan Highway, a luxury that we had not had prior to Whitehorse. That proved to be a great comfort, as the ceilings in the Haines Junction-Silver City-Burwash area deteriorated. We could clearly see the massive wall of terrain (the St. Elias Range) doing its towering best to hold back the wrath of the Alaskan winter low! It was incredible weather in action, simply roiling beside us! Past Burwash, ceilings improved, and just after Beaver Creek, we crossed the US-Yukon border. The barren swath of no-man's-land had a thick coat of snow, and was unmistakable from the air; A do-not-cross line that stretched to the horizon. Northway was coming up fast, and I wondered: Just how angry could she be? Northway, the neglected stepchild of Alaskan aviation, is a lovely airport, but unfortunately, it is devoid of about all services now. We landed, taxied to the appropriate spot, and awaited our doom. We were promptly greeted by the nicest customs agent I have ever had the pleasure of encountering (He holds that title still)! He was quite happy to have made the 55 mile drive from Tok. In fact, it had been a very enjoyable trip for him. No one was more pleased than me to know how agreeable his trip had been! After this unexpectedly pleasant check-in with customs, we headed toward the only sign of life on the airport: the weather station. Here we found a delightful weatherman, "Northway Dave", who not only had facilities we could use, but a phone, and a weather up-date as well. (He is on duty 8-4, 5 days a week, all year long!) We were especially happy about the phone, so we could close our flight plan. The sat-

phone that I had rented, specifically for use at Northway, would not connect to the FSS, which was a just a bit inconvenient! As we would only learn much later, sat phones will not dial 1-800 numbers. Chalk another one up in the "unforeseen" column!

In retrospect, I found it amazing that the airport manager had told me only a week previously, that there were NO facilities at Northway, that the weather station was ONLY in operation during the summer months, and that he could not even say if there was a porta-potty on the field! It seems he manages the airport from Tok. Strike Two for Tok today!

Confirming VFR weather on the route to Fairbanks, we departed Northway after a pleasant visit with Dave. We were unable to make contact with the controlling facility on Victor 444, Eielson Range Control, after repeated attempts. Knowing that this area is teeming with Special Use Airspace, MOAs, military IR routes and VR routes, restricted areas and airbases (Including an ICBM site!), it was a bit daunting to simply fly on. We remained glued to the airway, kept our noses clean, and continued position calls in the blind. Later, we called Eielson AFB to find out what the problem was. They knew exactly who we were! (No surprise there!) Apparently, the glitch was theirs, as they had had trouble with their RCOs. Whew! Problem explained, and on the return, contact was made with no further issues. What's a day of flying without an "unforeseen" event or two? Eh?

Approaching Fairbanks, on the airway, I queried the tower about how he wanted me to make my approach, as we were sharing our landing with two F16s in formation. His, was an amiable response, if there ever was one! "Well, we're kind of relaxed up here, what would you like to do?" How much easier could it get!?

We went straight for the threshold of 02R, and enjoyed a simultaneous approach with the two F16s. It was Southern Hospitality, for an Alabama gal, with a Fairbanks Flair!

Landing at FAI went well, but taxiing in the snow and ice was another story for us lower-forty eighters! We didn't have the luxury of those "Pillsbury Doughboy" snow tires, as many of the aircraft up there sport. The fellows clearing the taxiways suggested that we could fuel first, giving them time to clear a path to our tie-down. They even helped us push back into our icy little spot. More Southern Hospitality despite the foot of snow on the ground! Worked for us! Now, all we required was a shuttle to the hotel. Communicating to the young driver that we did not have a gate number, an airline name, or a flight number, but we still needed to be picked up at the airport, became the biggest challenge of the day. We had plenty to unload, and 59N needed to be "all tucked in", so we hoped the fellow would figure it out before our de-planed belongings froze fast to the tarmac! Best of all, here we were, after only two days, and we were simply another day's flight away from the "goal-posts": Barrow! But.....even a sled-dog would know better than to entertain such rosy Alaskan aspirations!



AVIATION ACTIVITY CALENDAR

Chapter Presidents, please verify time and location of meetings.
Any changes contact DLucke@Comcast.net

JUNE 2016

| | | |
|---------|--------------|--|
| 6/1 | 6:30-8:30pm | Arlington Chapter Meets Buzz Inn Restaurant at 5200 172nd St NE, Arlington, WA |
| 6/2 | 7-10pm | Museum of Flight Wells Fargo First Thursday - KBFI |
| 6/3 | 12-3pm | Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter) |
| 6/3 | 6:30-8:30pm | Paine Chapter Meets - KPAE |
| 6/4 | All day | Neighbor Day at KSFF |
| 6/4 | 10am-12pm | Shelton Chapter Meets - Sandersons Pilot Center |
| 6/5 | 10am-1pm | Arlington Chapter Meets - Arlington Flight Services Flight School |
| 6/8 | All day | Great Northwest Air Race VI - Ephrata (KEPH) (Sport Racing League) |
| 6/9 | 7-9pm | North Sound Chapter Meets - Whatcom Educational Credit Union |
| 6/10 | 12-3pm | Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter) |
| 6/10 | 7:30-9:30pm | Green River Chapter Meets - Evergreen Sky Ranch (51WA) |
| 6/11 | All day | Lake Chelan Fly IN - Chelan S10 (Chelan Aeronauts) |
| 6/11 | All day | Pangborn Fly In at Wenatchee - Wenatchee KEAT |
| 6/11 | All day | WAAAM Air and Auto Museum Open House K4S2 - Ken Jernstedt Airfield - Hood River |
| 6/11 | All day | Spokane Chapter Fly In to Electric City - Electric City 3W7 |
| 6/11 | 10am-12pm | Shelton Chapter Meets - Sandersons Pilot Center |
| 6/11 | 10am-12pm | Harvey Field Chapter Meets - Snohomish Flying Service |
| 6/12 | 8-11am | Hackney Airpark Breakfast - Bruce Ely Hangar, Near Athol, ID |
| 6/14 | 6-8pm | Twin Harbors Chapter Meets - Ocean Shores, TBD |
| 6/15 | 6-8:30pm | Spokane Chapter Meets - Darcy's, 10502 E Sprague Ave, Spokane Valley |
| 6/16 | 7:30-10:30pm | Yakima WPA/EAA 206 Meets KYKM Hangar 1 at the Yakima Air Park, off Ahtanum Blvd. on 21st Ave |
| 6/16 | 8-10pm | Olympia Chapter Meets - Pearson Air |
| 6/16 | 8-10pm | Clallam County Chapter Meets Rite Bros. Aviation |
| 6/17-18 | | Great Northwest Air Race (6th Annual Event) Ephrata -KEPH |
| 6/17-18 | | Richland Open House / Fly In - Richland, WA Airport (BBQ 6 PM Friday, Breakfast Saturday, EAA Young Eagles) |
| 6/17 | 12-3pm | Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter) |
| 6/18 | All day | Tonasket Fly In - Tonasket W01 |
| 6/18 | 7-11am | Desert Aire Airport Pre-Fathers Day Breakfast Extravaganza! Desert Air M94 |
| 6/18 | 7:30-10am | Leap the Levee 5K Run at the Chehalis Centralia Airport 900 NW Airport Rd Chehalis, WA 98532 |
| 6/18 | 10am-12pm | Shelton Chapter Meets - Sandersons Pilot Center |
| 6/22 | 7:30-10pm | Tri Cities Chapter Meets - Bergstroms (KPSC) |
| 6/24 | 12-3pm | Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter) |
| 6/25 | 8-10am | Colfax Fly-In & Pancake Breakfast - S94, Colfax Airport (EAA Chapter 328/ Colfax Rotary Club) |
| 6/25 | All day | Curtis Airport Fly In - Curtis Airport 0WA2 Chehalis, WA (Experimental Aircraft Metal Fabrication) |
| 6/25-26 | All day | Fly Out to Coulee Dam at Electric City - Electric City 3W7 |
| 6/25 | 9-11am | Pendleton EAA219 Pancake Breakfast - Pendleton, OR KPDT |
| 6/25 | 10am-12pm | Shelton Chapter Meets - Sandersons Pilot Center |
| 6/30 | 6:30-8:30pm | Deer Park Chapter Meets |

JULY 2016

| | | |
|---------|--------------|---|
| 7/1 | 12-3pm | Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter) |
| 7/1 | 6:30-8:30pm | Paine Chapter Meets - KPAE |
| 7/2 | 10am-12pm | Shelton Chapter Meets - Sandersons Pilot Center |
| 7/4-5 | All day | Celebrate Independence Day at Republic Ferry County Airport Republic - Ferry County R49 |
| 7/4 | 7-11am | Sisters Eagle Air Fly In - Sisters, Oregon |
| 7/5 | 10am-1pm | Arlington Chapter Meets - Arlington Flight Services Flight School |
| 7/6 | 6:30p-8:30pm | Arlington Chapter Meets - Buzz Inn Restaurant 5200 172nd St NE, Arlington |
| 7/7-9 | All day | Arlington Fly In - Arlington (KAWO) |
| 7/8 | 12-3pm | Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter) |
| 7/9 | All day | WAAAM Air and Auto Museum Open House K4S2 - Ken Jernstedt Airfield - Hood River |
| 7/9 | All day | Twisp Fly In Pancake Breakfast - Twisp 2S0 |
| 7/9 | 10am-12pm | Shelton Chapter Meets - Sandersons Pilot Center |
| 7/9 | 10am-12pm | Harvey Field Chapter Meets - Snohomish Flying Service |
| 7/10 | All day | Seki Fly In, 11am-2pm Lunch |
| 7/12 | 6-8pm | Twin Harbors Chapter Meets - Ocean Shores, TBD |
| 7/14 | 3pm-7/15 7pm | Garmin's 6th annual Open house - Salem, Oregon KSLE |
| 7/14 | 7-9pm | North Sound Chapter Meets - Whatcom Educational Credit Union |
| 7/15 | 12-3pm | Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter) |
| 7/16 | 7:30am-1pm | Mulino's Airport Blueberry Pancake Breakfast Mulino Airport 4S9 |
| 7/16 | 10am-12pm | Shelton Chapter Meets - Sandersons Pilot Center |
| 7/16 | 8-10pm | Olympia Chapter Meets - Pearson Air |
| 7/20 | 6-8:30pm | Spokane Chapter Meets - Darcy's, 10502 E Sprague Ave, Spokane Valley |
| 7/21 | 6:30-8:30pm | Okanogan and Ferry County Chapter Meets - Rotates |
| 7/21 | 7:30-10:30pm | Yakima WPA/EAA 206 Meets KYKM - Hangar 1 at the Yakima Air Park, off Ahtanum Blvd. on 21st Ave |
| 7/21 | 8-10pm | Clallam County Chapter Meets Rite Bros. Aviation |
| 7/22-25 | | EAA Airventure at Oshkosh, Wisconsin |
| 7/22-23 | | North Cascades Vintage Fly In at Mears Field Concrete 2W5 (Vintage Aircraft Museum) |
| 7/22 | 12-3pm | Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter) |
| 7/23 | 9-11am | Pendleton EAA219 Pancake Breakfast - Pendleton, OR KPDT |
| 7/23 | 10am-12pm | Shelton Chapter Meets - Sandersons Pilot Center |
| 7/27 | 7:30-10pm | Tri Cities Chapter Meets - Bergstroms (KPSC) |
| 7/29 | 12-3pm | Friday Harbor Fly Out - Friday Harbor (Bremerton Chapter) |
| 7/30 | 10am-4pm | Young Eagles Day - KCLS Chehalis Centralia Airport (EAA Chapter 609) |
| 7/30 | 10am-12pm | Shelton Chapter Meets - Sandersons Pilot Center |

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POST YOUR EVENT TO THE CALENDAR!!

Have an event coming up?

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