



# Wings

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## WASHINGTON AIRPORTS THREATENED

### MULTIPLE GA AIRPORTS UNDER PRESSURE, UNDER ATTACK



Blaine Municipal (4W6) is just one of the state's general aviation airports currently under attack. Developers seeking to close the airport and replace it with a truckstop have been successful in placing a ballot measure on the November election asking if the airport should be closed.

David Herman, Seattle

Airports across Washington are facing a variety of serious threats which could limit general aviation access, and in some cases, close them down completely.

Threats to general aviation airports are nothing new, and are not unique to Washington. What's unusual this time is that there seem to be so many serious threats to multiple airports that have surfaced in a relatively short period of time.

Each airport faces a different challenge, although in most cases the problems stem from familiar sources: development pressures, and a handful of misinformed or misguided neighbors.

**BLAINE: AIRPORT OR TRUCKSTOP?**

In Blaine, real estate developers have been eyeing the municipal airport, which sits just south of the US-Canada border along the east side of Interstate 5, and are imagining a large truck stop development in its place.

Developers allied with a small but vocal group of longtime airport opponents recently succeeded in placing a ballot measure on the airport's future on the November ballot. If approved, the initiative would direct the Blaine City Council to explore the feasibility of closing the town's airport.

Although the initiative is non-binding – it's an advisory measure that would only direct the council to investigate closing the field – it could be the beginning of the end for the airport.

Ironically, Blaine's airport, which is a very pleasant but modest field, is slated for significant improvements: the town has great plans for airport improvements, including relocating, repaving and extending the runway length to 3000' and adding new buildings on the field's east side. Airport supporters are even hoping that with the

proposed expansion, a new FBO might be attracted to the field.

Best of all, these improvements would largely be paid for by the federal government: the FAA has grant money already earmarked for the upgrades. But some of the locals aren't interested in all that free money for the airport, and have been angling to get the ballot measure blessed.

After a series of maneuvers and legal rulings on the initiative's language, the Blaine City Council recently approved the advisory ballot measure, and voters will have their say in November. After that, it's up to the Blaine City Council to decide what to do.

Local pilots are organizing to defeat the ballot measure, but are seeking help from pilots and other airport supporters. Airport users point out that there's a school nearby, and worry about a variety of negative impacts that a large truckstop facility could bring to the school's doorstep. Airport supporters vow they are in it for the long haul, and say they will keep fighting to preserve and improve their airport.

**ANACORTES: FIGHT BREWING**

The threat of development also looms over Anacortes Municipal (74S). In this case, it's housing rather than a truckstop, and the fight also involves some local politics. As in Blaine, the forces behind the moves include an alliance between developers and a small but vocal group who have long opposed the airport for a variety of reasons.

Complicating the issue is a block of airport opponents that has emerged within the Port of Anacortes Commission, which has jurisdiction over the field. One member of the Port Commission approached a de-

See **THREATENED AIRPORTS** - Page 7

**Washington Pilots Association**  
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## NATIONAL PILOT ALERT:

### AOPA URGES ALL PILOTS TO ACT NOW

The FAA has recently proposed making all of the existing "temporary" airspace restrictions currently in effect around Washington, DC permanent.

If these airspace restrictions become permanent in the DC area, the same kinds of restrictions could easily spread to all Class Bravo airspace - such as the SeaTac Class Bravo - bringing an ADIZ, no-fly-zones, mandatory flight plans, discreet beacon codes, and other severe flight restrictions that would cripple general aviation flying.

AOPA has issued an urgent appeal asking all pilots to contact the FAA and your members of Congress before the November 2, 2005 deadline for comments.

For more details on what the FAA is proposing, why AOPA believes that all pilots must now speak out to defend our rights to fly, and how best to make your voice heard, visit AOPA's website, at [www.aopa.org](http://www.aopa.org).

For tips on how to contact your elected representatives (on this or any other issue), please see "Activism & Advocacy for Pilots 101" on page 6 of this issue of WPA Wings.



## AIRMAIL - LETTERS TO WPA WINGS

### AIRLINE TAKEOVER AT BFI: BAD FOR GENERAL AVIATION

The recent proposals made by Southwest Airlines (and now other carriers, too) to move commercial passenger service to Boeing Field would be bad for the airport, bad for the region, and bad for general aviation.

As a Seattle resident, pilot, and a CFI based at Boeing Field, I oppose these proposals, and urge other concerned pilots to join the opposition.

With such a large footprint, major airline operations at Boeing Field would push out existing businesses serving general aviation, and the character of Boeing Field as an airport that welcomes GA flying would be forever altered. My own flight school (one of the primary businesses at the airport, and a major training center serving general aviation for generations) would

likely be displaced, and it's my belief that most if not all of the flight training that has been one of the main activities at BFI would be forced to move elsewhere, and in some cases cease entirely.

The present mix at BFI - the majority of which is currently single engine GA traffic - is a challenge for everyone involved, but it's workable. With a massive influx of airline traffic to Boeing Field, that would change.

The risk of collision between a student on their solo flights and an airliner, as well as accidents caused by wake turbulence, would increase dramatically if Southwest and other carriers were allowed in. With hundreds of 737 operations a day operating out of BFI, I'd be reluctant to send low-time students into that airspace, which is already pretty complex and constrained.

Those of us who fly out of Boeing Field already live with mandatory delays for wake

turbulence from the relatively small number of heavy aircraft that now operate from BFI. It's an inconvenience, but it's manageable. But with several hundred new jet airline flights added to the existing traffic, GA pilots would spend an awful lot of time sitting at the end of the runway waiting for the vortices to dissipate, and flight training and other small GA operations at BFI could easily become all but impossible.

These proposals offer no real benefit for anyone (other than the airlines' stockholders), but the loss of Boeing Field as a viable general aviation airport would be a tragedy. That's why I've joined an organization called "Friends of Boeing Field" ([www.friendsofboeingfield.org](http://www.friendsofboeingfield.org)), a coalition of airport users and businesses, as well as concerned taxpayers and residents of nearby neighborhoods, to fight the Southwest proposal. Interestingly, this is not an "anti-airport" group. Our stated

goal is to preserve the current airport more or less as it is. Improvements to Boeing Field can and should be made, and King County (who owns the airport) needs to take an active interest in this aviation jewel. What we oppose is the transformation of BFI from a mixed use airport into a "fourth runway" for SeaTac and a complete transformation of the airport, from its current role as primarily a general aviation facility with a limited number of large jet ops, into something completely different.

Boeing Field is one of the nation's premiere GA airports, a great asset to Washington pilots, and to our region. Lets not allow the airlines to take it over, and push out general aviation.

**Bob Allen, Seattle**

*Bob Allen is a CFI at Galvin Flying Service based at Boeing Field.*

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(preferred formats are MS Word or plain text).

Send typewritten or handwritten articles to: Helga Byhre 24104 92nd Ave W., Edmonds, WA 98020.

#### DEADLINES ON BACK PAGE

Address changes to Patty Wood, email: [membership@wpaflys.org](mailto:membership@wpaflys.org), phone: 360-577-7937.

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*Be smart, and please fly safely.*



## CHANGE IN THE AIR...

# NEW EDITOR, NEW LOOK FOR WPA WINGS

This issue of WPA WINGS marks a bit of a turning point for your state pilots association newsletter.

By the time you've reached this page, regular readers and careful observers will probably have already noticed a few things seem different with this issue. The most obvious of these changes is that the familiar design of the paper has morphed into a new look, but that's not the only change you're going to see: there are many other changes we've made that may be less immediately visible, and more changes are coming.

You'll continue to see many of the same kinds of articles you've enjoyed in WINGS before, but we'll also be expanding our coverage to address other issues of importance to Washington pilots, with the goal of becoming a more effective advocate for Washington pilots.

### Focus On Our Threatened Airports

One theme you'll notice in this issue is the threats facing our general aviation airports. These threats are real, they're growing, and we cannot afford to ignore them.

Nationwide, general aviation airports are closing at an alarming rate: about one every two weeks, according to AOPA. This sad trend is nothing new - airports have been in decline for decades, with few new ones being built to replace those that have been bulldozed to make way for strip malls and housing developments, closed out of local hostility, or simply abandoned and eventually forgotten after they fell into disuse.

Here in Washington, we've lost hundreds of small airports over the years (more details on that in a future issue). And while some of our remaining airports are doing just fine, many others seem just a few short steps away from oblivion.

To a large degree, the decline of our airports can be attributed to the way aviation itself has changed over the past decades, with fewer pilots and fewer airplanes appearing on the scene, increasing costs, escalating land values and development pressures, a more restrictive regulatory environment, and changing economic conditions.

Of course, many of these factors that contribute to the decline and fall of an airport are far beyond our ability to influence things. But there's another factor that we can control: complacency by pilots and airport users.



Your new WPA WINGS editor, David Herman, on the beach at Copalis on a warm summer day.

Photo by Jing

The fact is, many of us simply take our airports for granted. And just like when you're flying, complacency is dangerous.

Most of us just want to go flying, and are happy enough when we can manage to find a few hours when weather, work, family and a thousand other factors in our busy lives can be synchronized to allow us to get in a couple of hours in the air. That's understandable - and I'm no different.

But complacency on the part of airport users can allow others with their own, anti-airport agendas to initiate and build efforts that can eventually kill your airport.

Airport users need to stay vigilant, be aware of what's happening in their communities, and stay involved.

Do what you can to make sure that your local airport is seen as a valuable community asset and a positive economic contributor, not some noxious playground for a few rich guys.

Hold a Young Eagles event. Start an "airport appreciation day." Let local charitable groups know you want to help them. Invite your neighbors to go flying. Organize a local pilots group. Be proactive - don't wait for the threat to your airport to materialize before you start to get going.

The point is to make sure that your airport is viewed as a positive, integral part of its community. That way, when someone comes gunning for your airfield, you'll have plenty of allies to help turn aside the threat.

### Changing of the Guard

There's one more change going on here at WINGS that needs to be mentioned. With this issue, you now have a new Editor (that's me on the beach in the photo above).

As I take over newsletter duties, I'd like to ask all WPA members to join me in extending our gratitude to Arthur Berkell, who has been producing WINGS since 1998, and acknowledge all his hard work and many contributions to WPA.

Creating a publication like this can be a challenging, sometimes thankless task, and Arthur deserves our thanks for his tireless efforts on behalf of the state's pilots in producing a quality newsletter for so long.

Although he is now "off the hook" and undoubtedly enjoying more free time, I sincerely hope he will continue to be engaged and will accept the post of "Editor Emeritus." Thank you, Arthur, and blue skies!

### How Are We Doing?

WINGS is in transition, and your input is welcomed and encouraged.

Did we get something completely wrong? Miss something critical? Want to get something off your chest? Write a letter. Write an article. Send us your photos and story ideas - we want to hear from you.

Please let us know how we're doing, and how we can make WPA WINGS a better, more valuable publication you look forward to receiving. 

**WPA** From Jim -

**PRESIDENT'S MESSAGE**



Jim Smith, WPA President

**Great Weather...  
...Horrible Weather**

Hello Flyers,

What a wonderful summer we have had. You couldn't ask for any better flying weather.

When looking out the window while writing this in late September, it's hard to imagine hurricanes, tornadoes and floods down south. Our prayers go out to those that have lost so much. But the disasters bring up an important topic...the importance of general aviation to our country.

I remember hearing about another hurricane last year, where the only lifeline to a community was through the general aviation aircraft that were able to land at the local field – the same field that some of the residents had tried to close down!

GA is an important part of this nation's transportation and emergency systems. The unfortunate problem is that non-aviation people often realize that all too late. We need to continue educating the general public about general aviation.

**Thank You Gary Evans**

Speaking of educating the public, WASAR president and WPA member Gary Evans recently put on a seminar to educate local educators as to the educational benefits of aviation. This highly successful seminar included flights for all the teachers from local pilot volunteers. We need to do more of this type of outreach.

**Great News...New People**

I am very pleased to announce two new members of our State Team. David Herman is now our official Wings editor. David has some very exciting, fresh ideas that will add tremendously to our organization. If you are reading Wings now, you can thank David (as well as your teachers!).

Additional exciting news is that Bill Reith has accepted the job of State Treasurer. Bill is a CPA and wants to give back to his community. This has brought tears of joy to acting treasurer Dale Terwedo. Dale can now dedicate all his WPA time to being the Westside VP.

**Growth Means Power**

It is no secret that small aviation is threatened constantly by those that do not recognize the importance of GA. Recent examples include Anacortes, Paine Field and Boeing Field, among others (see page one).

To effectively combat the forces against us, we need to show decision makers that we are a viable, influential organization. The quality of WPA members is unquestionable. Now we need to enhance our quality with numbers. Please make a concerted effort to recruit new member into WPA...and then get them involved!

That is all for now. Please fly safely out there.

Jim Smith  
State President  
Washington Pilot's Association



**WPA** EFFECTIVE IN DECEMBER 2005

**BANGOR TFR TO BECOME  
PROHIBITED AREA P-51**

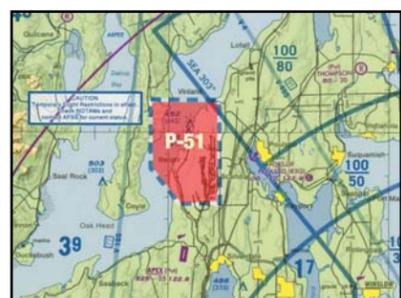
A reminder to Washington pilots: the "Temporary" Flight Restriction (TFR) over the Bangor nuclear submarine base will become a permanent Prohibited Area in December.

The Bangor TFR, along with three other TFRs over the Bremerton Navy Base, the Everett Navy Base, and the US Navy munitions facility at Indian Island (west of Port Townsend) were imposed following the September 11, 2001 terrorist attacks.

The WPA, along with other aviation organizations, and national and state elected officials, worked hard to eliminate the four Puget Sound TFRs.

Those efforts were successful in having three of the four TFRs reduced in size and their status converted from TFRs (where entry is strictly prohibited) to National Security Areas (where pilots are **requested** to avoid flight below specified altitudes).

Unfortunately, these efforts were not successful in converting the Bangor TFR, and



Not for navigation, you knucklehead!

early this year the FAA announced that it would be converted instead to a permanent Prohibited Area, designated P-51, upon the publication of the next revision of the Seattle sectional. That sectional is scheduled for release on December 22, 2005.

WPA urges all pilots to familiarize themselves with the boundaries and vertical dimensions of the new Prohibited Area P-51 upon publication of the new charts in December, and to exercise extreme care when navigating the area.



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**WPA** WASHINGTON AIR SEARCH AND RESCUE

**WASAR REPORT:  
PROCEDURE & POLICY  
CHANGES COMING**

By Gary Evans

WASAR members need to be aware of several changes the WSDOT Aviation Division is in the process of initiating in the Air Search and Rescue arena.

The purpose of these changes is to enable the Aviation Division to more effectively meet all of the mandates given it by the State. These mandates not only task the Aviation Division with Air Search and Rescue, but with disaster response duties as well.

WASAR members should understand that these changes will have a significant impact on how we conduct ourselves in the future and WASAR members will need to stay abreast of these changes!

**Applications Now Required For WASAR Volunteers**

The most immediate and visible change for current WASAR members will be the necessity of completing an application to remain a volunteer. Part of this application process includes undergoing a criminal background check.

The applications are short and painless, with application packets being available through Tom Peterson, the State SAR Coordinator with the Aviation Division in Arlington.

**Training Available**

WASAR members will also need to remain aware of the training opportunities offered through the Aviation Division. Several occurred within the last few months, as advertised in WINGS, on both the WASAR and WPA websites, and through a direct email sent out by the Aviation Division.

Recent offerings have included basic "101" courses, a course detailing mountain missions for pilots and crew members, and a survival course held on Mt. Pilchuck.



If you didn't receive an email regarding these training opportunities, we don't have your current address. Please feel free to contact any of the WASAR Board members to update your current information. Look for more opportunities in the future, as we begin to prepare for next year's flying season.

**Goals: Better Efficiency, Wider Focus**

A major goal of all of these changes is to standardize training for all volunteers, whether WASAR or CAP, and to improve the overall efficiency and effectiveness of the State's air search and disaster response capability.

These changes will also enable the Aviation Division to assess the cost effectiveness of the volunteer program and to expand its role into other areas, such as disaster assessment and relief.

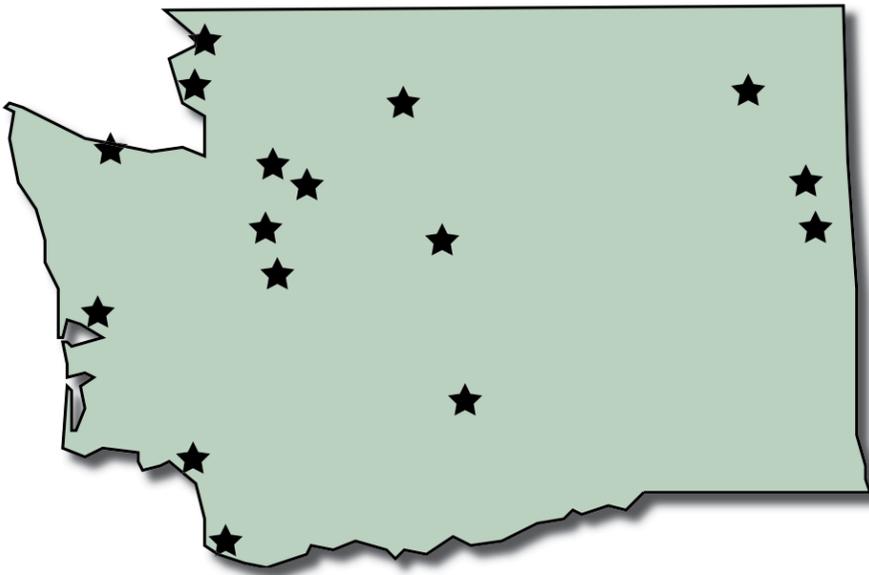
**Going Forward**

Look to these pages in the future as we attempt to prepare ourselves to better serve the citizens of the State. Also be sure to frequently check the WASAR website (<http://www.wasar.net>) in order to remain up to date.





## WPA AROUND THE STATE — LOCAL CHAPTER UPDATES



There are WPA chapters located throughout the state. Connect with other pilots in your area, help support your local GA airport, and get involved with your local WPA chapter.

**ANACORTES** - The Anacortes chapter has not been meeting regularly, but plans to begin holding regular meetings again after the November elections have taken place (WPA chapter president Anni Brogan is running for Anacortes Port Commissioner, in hopes of defeating efforts to close the airport - see related article on page 1 of this issue).

For meeting details, more information on the Anacortes chapter, or to get involved with the fight to save Anacortes Municipal Airport, contact Anni Brogan at (360) 293-8082, email [anni@microaero.com](mailto:anni@microaero.com).

**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 Gene Rimov at (360) 452-2806.

**COLVILLE VALLEY** - For current meeting schedules, please contact Harley Howell, Jr., (509) 684-2105, email [swiftflight@ultraplix.com](mailto:swiftflight@ultraplix.com).

**DEER PARK** - The Deer Park chapter meets on the fourth Friday of the month, every month except November. Meetings begin with a potluck dinner at 6:30 pm, with chapter business starting at 7:15 pm, and the program begins at 8:00 pm. Meetings are held at the Deer Park City Hall, and visitors are always welcome.

The Deer Park Chapter offers an annual scholarship to an outstanding student from Deer Park High School or Riverside High School who matriculates to an aviation training program after graduation from high school.

For more information on the Deer Park chapter and its activities, please contact Bill Moore at (509) 276-2479, email [moore3@ix.netcom.com](mailto:moore3@ix.netcom.com).

**GREEN RIVER** - The Green River chapter meets for dinner at 7 pm on the third Friday of each month, at the quonset hut at 790 Perimeter Road at Renton Airport (that's the first building north of the control tower).

Mark your calendars for the annual Green River chapter Christmas Party, to be held on Friday, December 16 at 7:00 pm. The party will be held at HD Hotspurs, 315 Washington Ave. South (West Valley Highway), in Kent.

For more info of the Green River chapter and its activities, please contact Tom Little at (425) 277-1894, email [tom.little@earthlink.net](mailto:tom.little@earthlink.net).

**HARVEY FIELD/SNOHOMISH** - The Harvey Field chapter meets on the second Saturday of the month, April through October at 9:00 am in Hangar 15 on Harvey Field. November thru March we meet before the movie at "Harvey Field Night at the Movies," with meetings starting at 5:30 pm, and those attending encouraged to stay for the movie (see more details on page 5).

**KELSO-LONGVIEW** - The Kelso-Longview doesn't seem to be very active at this time. We hope to be able to provide more details on this chapter in the next issue.

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

Meeting details are subject to change, so please call ahead to confirm or check the North Sound chapter's website for details.

For more info on the North Sound chapter, contact Wayne Landis at (360) 647-8206, email [landiswg@comcast.net](mailto:landiswg@comcast.net).

**OKANOGAN COUNTY** - The Okanogan County chapter meets on the third Thursday of the month, on the airport, alternating between Omak and Tonasket. Drop-in visitors and non-members are always welcome.

To confirm meeting details and for more information please contact Bob Ulrich at (509) 997-3853, email [blmtwisp@methow.com](mailto:blmtwisp@methow.com).

**PAINE FIELD** - One of the WPA's most active chapters, the Paine Field chapter continues to thrive.

The chapter's general meetings (with dinner and a speaker) take place on the first Friday of each month, beginning at 6:30 pm. Meetings are held at Sno-Isle VocTech, 9001 Airport Road, Everett. Dinner is \$10 for a first class meal prepared by the Sno-Isle VocTech Culinary Arts class (note to other chapters: if you find that attracting members to your meetings is a challenge, the Paine Field folks seem to have got this figured out: gourmet meals at bargain prices bring people in the door!).

During the summer months and around the winter holidays dates and locations may change, so call ahead or check out the Paine Field chapter website to confirm details.

The Paine Field Chapter also meets every Saturday morning at 10:00 am to fly out for lunch somewhere in western Washington. Just show up at the Regal FBO.

One noteworthy upcoming event to be hosted by the Paine Field Chapter is a Christmas Gala Dinner at the new Future of Flight Center on Paine Field, Friday December 3. Everyone is invited.

For more info on the Paine Field chapter activities, visit their website (accessible from the main WPA website at [www.wpaflys.org](http://www.wpaflys.org)), or contact Robert Hamilton (425) 806-0249, email [roberth@seattleavionics.com](mailto:roberth@seattleavionics.com).

**GREATER SEATTLE** - The Greater Seattle chapter has not been meeting for a while, but expects to begin regular monthly meetings soon at Boeing Field. Contact John Amico at (206) 232-7246, email [johnamico@comcast.net](mailto:johnamico@comcast.net) for details.

**SOUTHWEST/VANCOUVER** - The Southwest/Vancouver chapter generally meets on the last Tuesday of each month, starting at 7:00 pm, at the Pearson Air Museum on Pearson Field (VUO), in Vancouver. The museum is just a short walk from the FBO and airport facilities. Meetings usually feature guest speakers, and all are welcome to attend. Come early and visit the museum!

For more information on the Southwest/Vancouver chapter, please contact Bill Schroder at (350) 573-6020.

**SPOKANE** - Meetings of the Spokane chapter are usually held on the third Wednesday of each month over dinner at Marie Callander's Restaurant, beginning at 6:00 pm (meeting details are subject to change - please call first to check).

The chapter also conducts fly-outs every Saturday morning, weather permitting. For more information on the Spokane chapter and its activities, please contact Debbie Dickerson, president, at (509) 448-7285, email [debbiedickerson@comcast.net](mailto:debbiedickerson@comcast.net), or Blake McKinley, president-elect, at (509) 924-0070, email [spokaneendo@earthlink.net](mailto:spokaneendo@earthlink.net).

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

**WENATCHEE** - The Wenatchee chapter doesn't seem to be very active at this time. We hope to be able to provide more details on this chapter in the next issue.

**YAKIMA VALLEY** - The Yakima Valley chapter meets for dinner on the last Friday of the month. For meeting location and other details, contact Ola Vestad at (509) 965-2681, email [viking@wolfenet.com](mailto:viking@wolfenet.com).

### Where Did You Fly Last Weekend?

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**RECENT CHAPTER ACTIVITIES**

**CLALLAM COUNTY PILOTS ASSOCIATION (CCPA)  
Airport Safety Awareness Day - Sept 10th**

Gene Rimon, Clallam County Chapter

It all started with a BBQ/potluck on Friday evening, September 9th with our guest speakers, Scott Gardiner (FAA Safety Counselor from the Seattle FSDO) and Robert Tony (Whidbey Approach) in attendance. This was a great time to get to know both Scott and Robert before they had a chance to impart their knowledge at Airport Safety Awareness Day.

In setting up such an event as Airport Safety Awareness Day, a lot of preparation takes place. So the BBQ/potluck was a neat time and place to thank all the volunteers who worked so hard. It was also a time to get to know the local Kiwanis who helped with the food service on Friday evening and provided breakfast, snacks, and lunch the following day.



Photo by Don McKeelvey

At the CCPA Airport Safety Awareness Day

Aviation Safety Awareness Day proceeded with the following seminars on Saturday:

- Density Altitude I
- Density Altitude II
- Whidbey Control
- Anti Vertigo
- Determination, Communication, and The Worst Disaster in Aviation History

All who attended felt that the seminars were most worthwhile and quite a few were surprised that density altitude was the number one cause of aviation accidents in the Pacific Northwest.

Coldwell Banker provided Scott with about 40 blank DVD's so he could later copy the two presentations on density altitude onto disc for the attendees.

At the regular meeting of Clallam County Pilots Association on Thursday, September 15th, the membership expressed a very enthusiastic "thank you" to Scott Gardiner and Robert Tony. CCPA also expressed our heartfelt thanks to the Kiwanis for their help by contributing an additional \$100 to their fundraising efforts.

**HARVEY FIELD CHAPTER WORKING HARD TO PRESERVE & IMPROVE THEIR AIRPORT**

Al Holz, Harvey Field Chapter

Most of our recent activities have been focused around saving and improving Harvey Field. We have been involved with a somewhat successful letter writing campaign to have some trees topped that are in the approach path to runway 14. We also continue to be involved in a land use issue that threatens to cripple the financial well-being of Harvey Field.

We have begun working on another safety issue for the Airport, one that anyone who has been to the airport has probably noticed: the power lines just off the approach end of runway 14. We're working to have these power lines buried, which would eliminate a long-standing safety hazard. This will certainly be a welcome change.

We have also been asked to assist the airport management in implementing the Harvey Field "Good Neighbor" policy. As part of this effort, we will assist in identifying planes that don't follow the recommended departure procedures for both runways.

**"We're working to have the power lines off the approach end of Runway 14 buried."**

The Harvey Field Chapter meets the second Saturday of each month (April through October) at 9:00 am in Hanger #15 on Harvey Field. November through March we meet before the movie at "Harvey Field Night at the Movies" (our schedule is not

out yet - please check the website for updates). Meeting start at 5:30 with those attending encouraged to stay for the movie. Everyone is welcome to attend.

Our meetings are informal and usually focus on local issues as well as pilot discussions. During our spring/summer meetings a light breakfast (pancakes, french toast or bagels and doughnuts) is offered. During our evening meeting a light dinner (hot dogs, hamburgers, soup and sandwich) is offered.

We have not planned any fly-out for this fall but expect to hold one fly-out to Orcas Island in the Spring.

The best way to contact the WPA at Harvey Field is to call the Flight Desk. Leave a message and they will put in our mailbox for us to pick up.

**Has your local WPA chapter held an event recently? Tell others about it in WPA WINGS.**

**SPOKANE CHAPTER FLYING HIGH**

**ACTIVE CHAPTER HAD A FULL SUMMER, LOOKS FORWARD TO COMING MONTHS**

Fall is in the air. Kids are back in school, the trees are all decked out in their fall finery, the wind has a cold bite to it and the days are shorter.

Summer was a busy time for the Spokane Chapter of WPA. Our general meetings are held the third Wednesday of each month and this summer we had a great presentation by John Black of the FAA on mountain flying, a fascinating presentation on the history of Felts Field by Jerry Turner and our annual fly-in picnic at Ellerport. 56 people attended the picnic and Todd Powell swooped in to give a great practical demonstration of the capabilities of his gyrocopter.

One of our favorite Wednesday meetings was when Addison Pemberton opened his hangars and shared his immaculately restored antique biplanes. His latest project is a 1928 Boeing 40C that he hopes to have flying in about two years. There are only four left in the country; two are in museums and he owns the other two.

We often have fly-outs on the third Saturdays of each month. My favorite this year was our chapter weekend camp out at Boyer Park. Lower Granite Dam Airstrip is located there, tucked in a canyon on the Snake River near Colfax. Our Chapter has adopted this airport and is busy raising money to resurface the rough gravel that is currently on the strip. Tom Morris, one of our board members have worked hard with State and County authorities and local aviation chapters to raise money for this project.

The weather was iffy but we all had a great time boating, flying, eating, talking flying, biking; we even had a tour of the dam. We're hoping to make this an annual event. This is just one of the ways the Spokane WPA is trying to take a pro-active, positive stand for general aviation.

We are gearing up for our annual Fall Foliage Flight where our chapter pilots fly veterans. Our annual Wilderness Within Reach flight with the Hutton Settlement kids sadly did not happen this year.

In October we will head for Spokane International Airport to hear from one of their air traffic controllers and enjoy a meal catered by the Long Horn Barbecue. In November our Wednesday meetings return to Marie Callendar's for the winter with the election of new officers and the presentation of our 4 aviation scholarships. Paul and Debbie Dickerson will share their slides and adventures "Flying the Baja."

We are gearing up for our huge gala benefit dinner/auction that we hold every year at the end of January. It takes a lot of work and planning but we generally have over 100 people in attendance and last year we made a \$4000 in proceeds for our club. That means we only need to do one fund raiser each year to have a comfortable budget.

Two of our goals for next year are to have a fly-out somewhere on the third Saturday of each month, if only to a nearby airport for a hundred dollar lunch. We plan to also put on a Felts Neighbor Day at Felts Field in cooperation with the EAA and the 99s in our efforts to cooperate with other aviation groups and to bring positive attention to general aviation. It has taken two years to plan but it looks like it just might happen early next year. We are

also planning to sponsor another FAA Wings program and provide a Pilot Companion Course in conjunction with the Wings day.

As you can see, our Spokane Chapter is busy and "flying high." We currently have almost 90 members of every age and gender. The 15 year old daughter of one of our members just soloed in her Daddy's new Husky. The 19 year old son of one of our members recently received his formation flying patch. We have several flying couples and many women who are active in our clubs, both as pilots and flying companions. We have a family with Dad and son working on their instrument rating while mom works on her private license. Our chapter webmaster is a young female law student who flies, sky dives and still finds time to study. Four of our members who fly bi-planes are competing in formation flying contests. We have 12 CFI's and many of our members are currently working on their instrument tickets. And the list goes on.

Wishing you blue skies and gentle breezes,

Debbie Dickerson

WPA Spokane Chapter

<p><b>AVIATION ATTORNEYS</b>                  General Aviation Accidents                  Major Airline Disasters                  FAA Enforcement Actions                  And Other Aviation Matters</p>	<p><b>Hedrick Smith PLLC</b>                  300 Fifth Avenue, Suite 4000                  Seattle, WA 93104                  (206) 464-1166</p>
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## WPA NOTES FROM A BACK SEAT DRIVER

# Decisions, Decisions...When Will they End?

By Mark Lee

A few weeks ago, I witnessed an incident at my home airfield. In the aftermath of a perfect landing gone bad, there was a damaged aircraft, some serious repair bills and a pilot reflecting on his decisions. While walking down the edge of the runway, looking for the bits and pieces of an overstressed landing gear, I had a little time to reflect on some of the finer points of landings and the go around decision.

Like others I am follower of habit patterns and I have normally enjoyed a much higher percentage of successful takeoffs and landings than rejects. In 14,000 odd hours of flying I have had 3 rejected takeoffs, and about 10 rejected landings. In training, I have had another 50 rejects and another 100 go-arounds or missed approaches. As you can see, I expect that these maneuvers will be successfully completed. (In training that expectation is reversed, the go around or the reject are part of the script.) If I expect my takeoff or landing to be successful, when should I initiate a reject?

During takeoff there are some obvious 'no go' indications. A rough running engine, backfiring, slow acceleration, strange vibrations, or abnormal yaw all are good cause for a reject. The basic "something doesn't feel right" gut-check is another good indicator. I once listened to a Piper Cub start a takeoff, engine lose power, recover power and continue the takeoff, then the engine quit at about 75 feet in the air. We then watched him glide to a landing on an intersecting runway. It was an interesting minute for us, and undoubtedly much more interesting for him.

Landings have some other obvious indicators. If I am too high to land and stop before the far end of the runway or if I am aggressively maneuvering to line up, I go around. If I am 2 miles out and have to climb to go over the telephone lines or if someone pulls out on the runway and I will hit him before he lifts off, I go around. These criteria may seem obvious, but at various times I have seen pilots try to salvage a landing from each of these situations. On two occasions, I have also helped pick up debris from the aftermath.

I find that misjudging an approach occurs most commonly at an unfamiliar airport (duh!). An unfamiliar airport with obstacles provides the most entertainment for the locals, as the new guy in the pattern attempts to land while not getting anywhere close to the trees or power lines.

Consider this scenario. A 3000-foot long narrow runway with 80 foot high trees 500 feet from the runway threshold. No VASI or PAPI lights and it is my first attempt at this pattern. Going into an unfamiliar airport, it helps to focus on what is different or a little difficult. Here I have a narrow semi-short runway with obstacles. What adjustments will I

make and where will I make them? (Note: According to my son, the newly minted CFI, the stated conditions are unsafe and you are just asking for trouble. Residents of Crest or Forks or Woodinville should just close your hanger doors and buy motor homes.)

At a new airport it is easy to misjudge the downwind leg and be a little close on downwind. This may lead to a tight base leg and being a bit high on final. That is okay, because I am worried about the trees. If I put the end of the trees about 100' below me I will be seriously high on this approach. A normal glide path will have me land between 1000 and 1200 feet down the runway leaving me with 1800 to 2000 feet of stopping distance. Is this acceptable?

If I decide that I am too high over the trees and lower the nose to increase my descent, my airspeed will also increase and I will have to bleed that excess airspeed off in the flare. This may take up to 1000 feet of runway and I may touch down with as little as 1000 feet of runway remaining. Is this a good idea?

If I am at 200 feet over the trees and lower the nose and float in the flair, I may find myself still flying at midfield, 10 feet in the air, too fast to land. I am not comfortable. Should I go around?

My answer, for what it is worth; the less familiar I am with an airport, the earlier I will make my go around decision. If I am too high over the trees, I will go around and resize my pattern so that I will be 20 to 30 feet over the trees, on airspeed, and ready to fly my final phase of the approach from the trees to the runway. If I am not placed correctly in relationship to the obstacle, I will not have a good final approach and landing. If I am well placed on approach, then the landing itself will work better.

If I find myself with too high an airspeed, within 200 feet of the ground, I may go around. If I do not have the airspeed under control, and I am high over the trees, I go around. If my intended landing point is 500 feet behind me and I am not starting to flare, I go around. If the halfway point of this runway has gone behind me and I'm still airborne, I go around. If a wind gust lifts me up 25 feet while in the flair, I go around. If everything is perfect, and yet something doesn't feel right, I go around.

All of the "pats on the back" for landing out of every approach can be erased in about 20 seconds if you take a 4X4 trip off the far end of the runway into the grass and rough stuff. The cost of gas for a go around is a bargain compared to a new engine mount or propeller, plus the cost of years of bad jokes about my skills and decisions. Through experience, I found out that I do not have a taste for crow, and avoid eating that expensive dish any time I can. 

## WPA ACTIVISM & ADVOCACY 101 –

# HOW TO CONTACT YOUR ELECTED REPRESENTATIVES

Politics. To many of us, engaging in anything that involves politics in any form may be about as appealing as a root canal or a tax audit.

But like it or not, decisions made by our elected officials can have a huge impact on our lives. And that includes our rights to fly. If you want to keep those rights, you've got to be willing to play the game, by occasionally putting some pressure on elected officials.

Most of us are not wealthy enough or well connected enough to be able to influence politicians individually (at least I'm not), but any politician who wants to keep their job (and they all do) does pay attention when enough voters contact them to share their opinions on issues.

It may not be as much fun as flying around low and slow with the windows open on a warm summer afternoon, but sometimes it's necessary. And it can work.

Of course, like many things, there's a right way and a wrong way to do it (actually, there are many wrong ways).

Here are some tips to help make your own lobbying efforts more effective.

### Which Way To Contact Your Rep

We'll get to the content of your message in a moment, but first a few words about **how** to deliver that message.

Short of paying a personal visit to their office (which few of us can really do), **the best means of contacting your rep is to call them** and have a friendly but heartfelt chat.

**Writing a letter can also be good**, but because all mail to senators and congressional representatives is now screened for anthrax and other "bioterror agents," any letters sent will be delayed by at least 1–2 weeks. If your issue is time-critical, don't bother sending a letter to a senator or congressional rep (for state and local officials, letters are still great).

After phone calls and letters, **the next best medium for your message is sending a fax** to your representative's office. Faxing is quick, cheap, easy and effective.

**What about email?** It's better than nothing, but most elected officials tend to place less weight on email than they do on other contacts. Calling, writing or sending a fax is often seen as more of a personal investment than firing off a quick email.

It's worth noting that in some cases email or submitting comments online may be the only means available for providing input to some agencies (this is often the case with FAA proposals). So **the best method of conveyance for your message will depend on the situation and your target.**

### Crafting Your Message

**Be brief in your comments.** Elected officials get plenty of feedback from voters, and there's no need to go into great detail.

**Explain your issue, and clearly state the position you're advocating, in basic, layperson's terms.** Don't throw in a lot of jargon and technical terminology that they may not recognize.

**If you're contacting them regarding a specific piece of legislation, be sure to refer to that.** For example, when you say "I'm writing you today to urge you to support HR 21278, the Free Avgas Act of 2005" that tells them pretty much what they need to know [note: this is not real pending legislation, so don't get all excited].

**Explain that you're a pilot** (or give some other reason that identifies you as someone with an interest), and mention briefly why you feel it's important to you.

**Be respectful**, even if you're contacting a politician you can't stand. It's OK to show a little of your passion for the issue (remember – just a *little*), but ripping into someone you are trying to influence is no way to win friends and gain support for your position.

**Don't Copy & Paste.** Politicians tend to dismiss organized lobbying efforts if it appears that people are simply passing along a canned message. Your efforts are most effective if you make your points in your own words.

**Let them know that you are their constituent** (assuming you are). Most politicians don't worry much about the opinions of voters who don't live in the places they represent. If you're not a constituent, why should they listen to you (even if you are right on the issue)?

**Tell them you will be tracking the issue** and will look forward to hearing back from them with their position.

**Enclose a check for \$2000.** No, wait – just kidding on that. 



CLIP AND SAVE



### Senator Patty Murray

(Seattle Office)  
2988 Jackson Federal Building  
915 2nd Avenue  
Seattle, Washington 98174  
Phone: (206) 553-5545  
Fax: (206) 553-0891

Senator Murray also has local offices in Everett, Tacoma, Bellevue, Spokane, Yakima & Vancouver, plus an office in DC. For complete contact info, see Senator Murray's website at <http://murray.senate.gov/contact/>

### Senator Maria Cantwell

(Seattle Office)  
915 Second Avenue  
Suite 3206  
Seattle, WA 98174  
Phone: (206) 220-6400  
Fax: (206) 220-6404

Senator Cantwell also has local offices in Everett, Tacoma, Spokane, Richland & Vancouver, plus an office in DC. For complete contact info, see Senator Cantwell's website at <http://cantwell.senate.gov/contact/officelocations.html>

Info for Congressional Representatives is a bit more complicated. Find the contact info for your Representative (by entering your zip code) at this website: <http://www.house.gov/>



CLIP AND SAVE



**THREATENED AIRPORTS - Continued from Page 1**

veloper, seeking to put together a proposal to close the airport, and develop housing on the land in its place.

The airport has become a divisive issue in local politics, with one candidate for the Port Commission allegedly dropping out of the race due to conflicts of interest over the proposed housing development.

In a unique twist, Anni Brogan, President of the WPA Anacortes chapter, has entered the race for Port Commissioner, opposing one of the Commissioners who has been instrumental in pushing to replace the airport with a housing development. Although Ms. Brogan is waging a write-in candidacy – an uphill battle in any election – in this case her chances could be better than one might otherwise expect: Brogan’s candidacy has been endorsed by both local newspapers serving Anacortes, the *Anacortes American*, and the *Skagit Valley Herald*. The election is an all-mail ballot.

Brogan, who lives adjacent to the airport and is owner of a business based there, believes that there’s a tremendous amount of misinformation in the community that has fueled airport opposition. “People think the airport loses \$1000 a day and contributes nothing to the local economy. That’s ridiculous. The airport receives significant federal funding, and contributes substantially to the local economy.”

The FAA recently sent a letter to the Port Commission warning them of serious consequences if the airport were to be closed. If that happens, critics say the Port of Anacortes would have to pay out a lot more money than they could ever hope to make from developing housing (since the airport has accepted federal funding, it would need to be paid back, including the cost of the airport land at today’s fair market value).

Critics charge that closing the airport could be a financial disaster for the Port. But airport opponents say they’re determined to press on with their campaign to close the airport, and dismiss concerns over financial obligations to repay federal grants, and have criticized the FAA for what they claim is purely a local issue.

Brogan suggests that pilots and other airport supporters should contact the local newspapers to let them know that they support the airport and contribute to the local economy when they visit.

**BREMERTON: NASCAR & TFRS**

Last year Washington pilots joined with neighborhood activists and other stakeholders to put the brakes on plans to build a NASCAR racetrack less than a mile off the

end of the runway at Arlington Municipal Airport (AWO).

Since then, NASCAR has been looking for another site in the Northwest, and in recent months have settled on property that’s again within an airport traffic pattern. This time, the proposed site is about a mile southwest of the end of the runway at Bremerton (PWT).

While the race facility would undoubtedly bring more business to the airport, local pilots are concerned about another things that would happen: federally mandated TFRs (temporary flight restrictions) would close the airport on event days.

NASCAR boosters have suggested that a temporary control tower could be activated on race days, which would trump the TFR. But local pilots haven’t been convinced yet that a temporary control tower would actually materialize. Nobody has volunteered to fund any control tower there yet.

According to Don Dickson, who’s active with the Bremerton Pilots & Tenants Association (BPTA), the NASCAR track is a double-edged sword. “Some airport businesses and users support the NASCAR proposal, because it would bring money in to the airport. But others worry that we could be overwhelmed with activity on race days, and nobody wants TFRs to shut down the field. We feel that our right to operate out of a public use airport shouldn’t be for sale.”

**BOEING FIELD: AIRLINES TAKING OVER?**

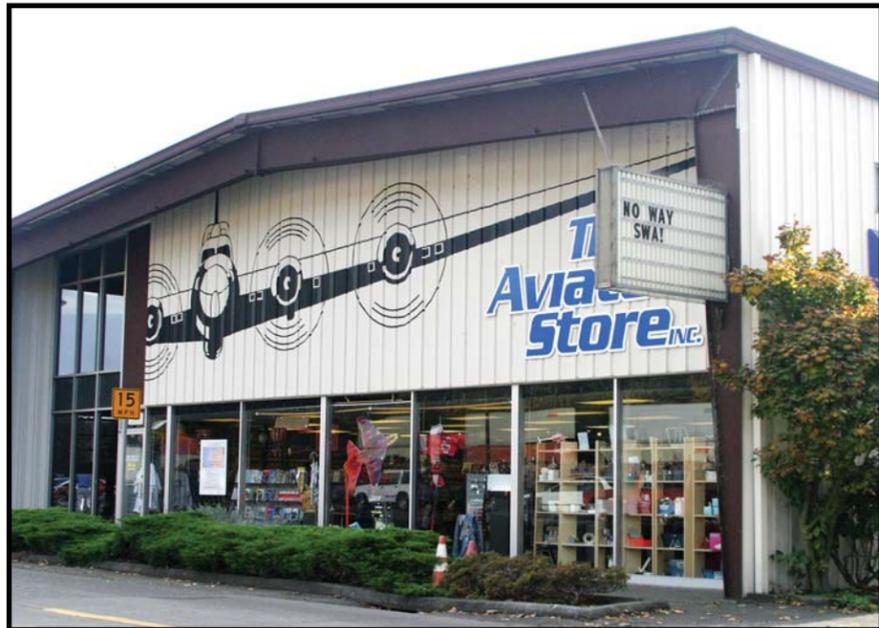
In July, Southwest Airlines announced plans to move all of their commercial passenger flights from SeaTac to Boeing Field. Southwest is proposing to build a new passenger terminal, parking garage and rental car facilities, eventually expanding service to 85 flights a day.

Not surprisingly, many of Southwest’s competitors have cried foul: after first stating their opposition to the Southwest proposal, and their belief that it would be better for everyone involved – the airlines and the citizens of the Puget Sound region – to keep major commercial jet traffic at SeaTac, Alaska Airlines has made their own proposal to move up to 100 Alaska/Horizon flights per day to Boeing Field if the airport is opened up to commercial passenger service. American and Northwest have also said they would seek to move some flights to Boeing Field if Southwest was granted access.

As we went to press, King County, the airport’s owner, was studying the proposals, and was expecting to decide whether or not to initiate a formal study of the issues in the coming weeks.



Anacortes (above) is under attack by developers seeking to build housing on the airport site. At Bremerton (below), a NASCAR track has been proposed on a site about a mile southwest of the runway. NASCAR would bring business, but TFRs would close the airport on event days.



If the proposal is accepted, several established businesses serving general aviation at BFI would be destroyed to make way for Southwest Airlines. In addition to The Aviators Store, Aviation Book Company, National Aviation Supply, and Aviation Training Center are also slated for demolition.

The County government and airport management point out that the airport is currently running a deficit, and see airline traffic as a potential source of revenue.

General aviation users at the airport are divided. Most don’t want to be perceived as anti-business, but many worry that general aviation would quickly be squeezed out if large numbers of commercial jet airline flights moved in.

“The delays for wake turbulence would be a big problem for general aviation if Southwest came in with all those flights”, says Dave Krall, a CFI based at Boeing Field. “There would be more problems with delays caused by pushbacks and taxi delays, and lots of go-arounds,” he said, adding, “I had to quit T&Gs with a student last night because of repeated forced go-arounds due to wake turbulence, and that was just from the relatively small number of UPS and FedEx cargo jets that operate there now. If Southwest and the other airlines start adding hundreds of jet ops a day, flight training will become all but impossible at Boeing Field.”

Others worry that bringing in large numbers of commercial passenger jet flights would forever change the character of the airport. The location on which Southwest proposes to build its facilities is currently occupied by several long-standing businesses that serve general aviation: The Aviators Store, Aviation Book Company, Aviation Training Center, and National Aviation Supply. All these businesses would have to go, and if forced to close, at least some of them would probably not re-open elsewhere.

“We’ve got no place else to go” said Marie Campbell, owner of Aviation Training Center, who opposes the Southwest plan, and isn’t happy about the way airport management kept existing businesses in the dark while the negotiations with Southwest proceeded.

Nancy Griffith, president of the Aviators Store and Aviation Book Company, is equally disappointed. “We’re out of business if the airlines take over this field - our customers won’t be here.” Griffith says her business, which has been at Boeing Field for 24 years, is the third largest aeronautical chart dealer in the country.

“Local pilots count on having us here,” Griffith says, adding, “We also get a lot of visitors from all over the United States, and from around the world. They tell us we are very lucky to have a place like Boeing Field, where just about anyone can learn to fly. I just wish the airport management and the County appreciated how much of an asset this airport is, and valued it as one of the best general aviation facilities in the country.”

**“If the airlines start adding hundreds of jet ops a day, flight training will become all but impossible at Boeing Field.”**

The following organizations are working to preserve general aviation access to the airports listed in this article:

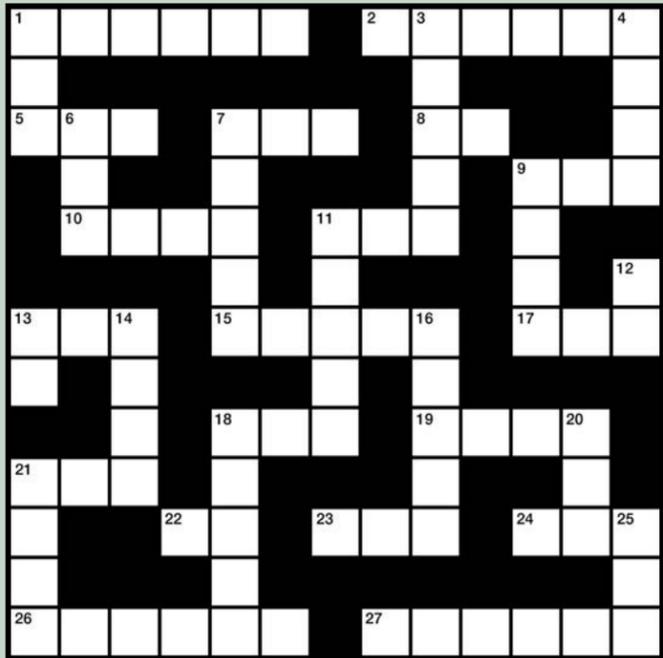
- ANACORTES:** Anacortes Port and City Oversight: <http://www.apaco.org/>
- BOEING FIELD:** Friends of Boeing Field: <http://www.friendsofboeingfield.org/>
- Sound Air Alliance: <http://www.soundairalliance.org/>
- BREMERTON:** Bremerton Pilots & Tenants Assoc: email Don Dickson at [donanjudy@tscnet.com](mailto:donanjudy@tscnet.com)



# THE WINGS CROSSWORD PUZZLE



Test your knowledge of Washington aviation trivia with the first (and possibly the last) WPA Wings Crossword Puzzle.



All words are terms involving aircraft, airports, aviation and/or Washington.

### Across

- 1 Lost River town
- 2 Between Tango and Romeo
- 5 Quiet headset technology
- 7 Watch for high-speed jets doing crazy things in there
- 8 Negative
- 9 Beech model 33
- 10 French WWI fighter
- 11 Tow the plane with one
- 13 US government military agency
- 15 Ranger...
- 17 Manufacturer of floats
- 18 Little airplane book, often filled with some very optimistic numbers
- 19 Airport at 48° 28' N lat., 119° 31' W long.
- 21 Visit one for your medical
- 22 Usually expensive, bad news for aircraft owners from the FAA
- 23 Glue 'em on your plane to improve low-speed handling/performance
- 24 When you think you'll get there
- 26 One engine aircraft
- 27 Plane that operates from water or land

### Down

- 1 How slow you can go
- 3 Marker
- 4 Air Guard keeps their planes there
- 6 Whidbey Island, for example
- 7 Usually needed within 30 NM of SEA
- 9 Light twin
- 11 Wichita aircraft manufacturer
- 12 V-tail nickname
- 13 Pressure altitude corrected for non-standard temperature variations
- 14 Used with fabric coverings, or what you sometimes feel like after doing something really dumb
- 16 Nautical miles per hour
- 18 Rudder control
- 20 Parts to build a plane
- 21 Recorded broadcast airport info
- 25 Where the USAF keeps their planes

**Puzzle solution will appear in next issue of WINGS.**

## WPA GET OUT AND FLY MORE

### PLACES TO FLY: HILLSBORO, OR - STARKS TWIN OAKS AIRPARK

Bill Swickard, Kent

My wife Katie and I visited a friend the other day who happens to own Starks Twin Oaks Airpark south of Hillsboro Oregon. If you have been there, nod your head.

We arrived by plane and were waiting for a pickup from a relative. I walked up toward the many buildings to find out if my friend Bob Stark was around. I have not seen or talked to Bob in over twenty years. He happened to give me my first and second airplane ride when I was sixteen and he was eighteen.

A friendly woman, covered in sanding dust, said that Bob had gone down the road to pick up some strawberries for her. In the course of the conversation, I discovered this was his wife, Betty.

She did not 'know me from Adam,' yet she asked me if we were waiting for someone to pick us up. When I replied that we were, Betty answered with, "Why don't you sit on the porch at the house, it is in the shade and is really quite cool." She pointed us to a restroom, pop machine and a computer that we were free to use to check weather if we wanted. My father arrived a few minutes later, and while our wait was brief, her welcome made it enjoyable.

Starks Twin Oaks Airpark is home to a group of EAA members for which the Starks have built a substantial outdoor deck, complete with six big wooden picnic tables - the good ones. The tables have an outstanding view of this beautiful little airport. Betty was sanding the picnic tables in preparation for refinish as I was talking to her (hence the dust.)

Later, when we returned to the airport, we were in a car driven by my father. The airport was fenced and the gate was standing open as it always does. It was 7 pm and Bob was refueling the airplanes that had been used that day. I could hear his wife continuing with her sanding. The waiting plane was parked

a short distance across the ramp area and out into the grass. Once I said hello to Bob, I asked if it would be OK to have my dad drive all the way out to the airplane so that we could offload our heavy bags. Almost incredulously, Bob said, "Of course!"

After the airplane was loaded we had a chance to visit with Bob as he continued to fuel. He and his family run a very busy FBO with a paved runway and taxiways that are well sealed and in good condition.

His roster of employees includes five instructors. He has a large maintenance shop and several sizeable hangars. There are eighty-four "T" hangers, as well. Bob operates twelve airplanes, two of which are twins, and all are painted to match. Bob and his family recently purchased an additional five airplanes from an estate, one of which is a project antique.

Starks Twin Oaks Airpark has never had a serious injury accident over the thirty years that Bob has operated the airport, which he built from scratch in a farm field in 1972. They have had only one crash, which was an off-the-end-of-the-runway thing.

I was very envious of the friendly, courteous and beautiful corner of the world that Bob and Betty have created. All I could think about on the flight home (well, besides the flying stuff) was the contrast between the airport on which I live and the one that Bob and his family have.

What would happen if folks who actually liked aviation and those who aviate took over the operations on the secure, "emotionally walled-off" sections of our airports? I cannot help but wonder if we could only foster that same kind of welcoming, open environment at some of our airports that are currently fenced-off (both physically and metaphorically), we might find far fewer conflicts and pressure to close airports by neighbors who feel no connection to them.

## DEADLINE FOR NEXT ISSUE OF WINGS: NOVEMBER 12

### NEW AVIONICS SHOP OPENS IN BELLINGHAM

Bellingham Aviation Services recently announced the opening of Bellingham Jet Center, their new FAA part 145 certified avionics repair shop serving both jet and piston aircraft.

"We've put together an avionics team with 60 years of combined experience to offer this region superior avionics service," said Jeff Geer, Director of Avionics Services. Previously, pilots from Whatcom, Skagit and Island Counties had to travel to Everett or Seattle to have avionics work done.

"This northwest corner of Washington State hasn't had an avionics facility for over 25 years, so we're very excited to be filling that gap with our avionics shop. Bellingham is the ideal location for our shop, not only for the regional pilots, but also for those in lower mainland BC."

Located in hangar 19A at Bellingham International Airport (KBLI), Bellingham Jet Center offers avionics sales, installation and servicing for all general aviation aircraft as well as aircraft maintenance services. "Pilots are able to make one convenient stop and receive both avionics and aircraft maintenance services at the same location," Geer said.

A full service FAA certified avionics repair shop, Bellingham Jet Center offers avionics sales, installation and servicing for all general aircraft as well as aircraft maintenance services.

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