



# WASHINGTON PILOTS ASSOCIATION

42<sup>nd</sup> Year No. 1

February - March 2003

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## In Memory and in Honor



The seven crew members of the ill-fated Columbia mission STS-107 which exploded on re-entry. February 1, 2003. Seated in front are astronauts Rick D. Husband (left), mission commander; Kalpana Chawla, mission specialist; and William C. McCool, pilot. Standing are (from the left) astronauts David M. Brown, Laurel B. Clark, and Michael P. Anderson, all mission specialists; and Ilan Ramon, payload specialist representing the Israeli Space Agency.

## Increased Fees and Taxes for WA Pilots

**Al Banholzer, President, WPA**

A big issue for all WA pilots is the proposed changes contained in Senate Bill 5392. This bill, if passed, would increase pilot registration fees from \$8.00 to a range from a minimum of \$15.00 to a max of \$30.00. (This could mean an increase of 266%) The fee to register an aircraft would also go from \$ 8.00 to a range from a minimum of \$15.00 to a max of \$30.00. The yearly excise tax we pay on an aircraft would increase by 20%. The fuel tax we pay on every gallon of fuel we buy would go from 7 cents to 10 cents a gallon. While all of this additional money would go to the Aviation Division to

support its work, when you add all of the increases up, it is a huge increase from what we are now paying. For an average single-engine pilot flying 50 hours a year, it would mean about a 60% increase in his yearly fees and taxes. It is no secret that the overall condition of airports in the state is rapidly decreasing. This is a message we all need to shout loudly to our legislators. A few airports are in such poor shape they are dangerous and present safety of flight problems. The state has only about 1 million to spend on airport repair each year, while at least 5 million is needed to just maintain what airports we have. All of the funds spent on

**Continued on page 6**

## WPA Annual Awards

Each year WPA presents several awards to very deserving people who have shown special accomplishments in aviation during the past year. Awards are made based on local chapter nominations. The winners this year are;

**Tom Nesko** - the Dick Corey Award. This is the top award WPA can

give. Tom is from our Harvey Field Chapter and is presented this award for his tireless efforts as State Coordinator for Washington Air Search And Rescue (WASAR). He has helped to improve the efficiency of WASAR, which has

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## FROM AL President's Message

**Al Banholzer**

I am helping put this issue of *WPA Wings* to bed on the day of the Columbia accident. It is hard to concentrate. But I began thinking about all of the other aviators who gave their lives pushing the envelope so that you and I have aircraft with capabilities for safe flight.

From Lt. Selfridge killed in a "Wright Flyer" in 1908, early aviation pioneers killed while trying to figure out how to get out of a spin, Air Mail Pilots killed attempting to solve the problem of flying in weather, and so many more like them. They provided answers when there was no other way to get them other than in flight. Every fatal accident is a tragedy. However we do learn from accidents as I hope we will learn from this accident. Then maybe the next crew, or in future commercial space flight, will not have to experience what Columbia experienced today. We will learn from the great loss of life we viewed over and over again, today on TV. We will make sure to find answers for their deaths.

I am proud as I look at the makeup of the Columbia Crew; male, female, white, black, one an Israeli and one born in India. I am very proud that aviation no longer has barriers. May their families understand what the crew has given aviation and quickly find peace.

If you are reading *WPA WINGS* for the first time with this issue, I welcome you to the Washington Pilots Association (WPA). Our organization, with chapters throughout the state, support and promote aviation at both the local chapter and state level. If you are not a member, I strongly encourage you to join us in helping to make flying in Washington all that it should and can be.

**Proposed Fees and Tax Increase for Pilots** - The state is proposing big increases in the pilot and aircraft registration fees we pay each year. It could lead to a 60% increase for the average 50 hour-a-year pilot. It is unfortunate that these proposed changes were drafted in Senate Bill 5392 without any input from the aviation com-

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## Protecting Washington Airports Requires Choices

John Sibold, WSDOT Director of Aviation needs your help. We are within a few years of losing a number of our airports, negatively impacting communities and aviators alike. As we approach the centennial of flight, general aviation in Washington finds itself at a critical juncture, a crossroad that may change the course of Washington's network of airports. The condition of airport pavement across the state is rapidly shifting downward and the number of airports needing runway reconstruction is growing at an accelerated rate.

Each year ticks by without the resources to protect airports and repair costs continue to escalate. Our goal of preserving our aviation freedoms is eroding as our pavement crumbles. One way or another, the fate of these general aviation airports lies in the hands of aviators in Washington State.

### Airports Reach Senior Status

The average age of airports in Washington is 55 years. Many were built to support military functions and quickly evolved into critical civilian centers that generate jobs and strengthen our economy. Yearly, general aviation airports generate 7,600 jobs, \$140 million in wages and nearly \$500 million in total sales output. Washington's system of airports is made up of 129 public use airports, half of which are eligible for federal funds. Historically, the Federal Aviation Administration provide funds to less than half those airports leaving over 90 airports depending on WSDOT grants to survive.

### WPA WINGS

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www.wpaflys.org

### Pavement

#### Does Not Last a Lifetime.

Runways and taxiways have a fairly long shelf life. If they were built with a sturdy base, concrete and avoided extreme weather conditions, chances are at the age of 55, they are in pretty good shape. If the runway foundation has been weakened over time, made of asphalt and freezes and thaws with the seasons, as is the case with many eastern Washington airports, the need for reconstruction is likely looming in the near future.

Runways are scored with a scale of 100 and reconstruction is inevitable when the score is between 40 and 50. The average score for Washington airports is 66.

#### Did you know?

General aviation generates 7,600 jobs and \$500 million every year.

It costs over \$10 million a year to maintain our state general aviation runways.

Aviation fees generate \$1 million a year for runway repairs, leaving an enormous gap in funding.

Over 95% of aviation users are exempt under state law

from paying user fees for airport preservation.

Only 1/3 of Washington's pilots and only half of aircraft owners pay registration fees and the remaining are remiss. This directly affects airport preservation efforts.

Today, 8 airports have failing primary runways. In 2009, 14 airports will be at a point of critical failure. Pavement engineers assessed the airports and here is what they found:

### Threatened Airports

Airport/2006 PCI/	Jobs/	Total Sales
Lind /10 / 16 /		\$874,697
Quincy /11 / 10 /		\$591,579
Ilwaco / 7 / 14 /		\$899,845
Cle Elum		
/22 / 11 /		\$734,027
Sekiu /25 / 12 /		\$708,268
Rosalia / 34 / 9 /		\$612,339
Toledo / 34 / 76 /		\$4,967,287
Southbend		
/35/ 8 /		\$519,004

### At Risk Airports

- Electric City
- Westport
- Othello
- Sunnyside
- Twisp
- Warden

Most general aviation airports were built to protect our nation.

Runways are scored with a scale of 100 and reconstruction is inevitable when the score is between 40 and 50. The average score for Washington airports is 66.

Losing small general aviation airports leads to a loss of affordable aviation.

Most aviation activity in Washington occurs in urban areas and most urban general aviation airports receive federal grant support. However, most general aviation airports are located in rural communities and most rural airports use WSDOT grants to survive. Rural airports are part of basic transportation for access to specialized services, especially for critical medical services. The transport of blood, pharmaceuticals, donated tissue and organs, cancelled bank checks are key commercial uses at general aviation airports.

### Why does it matter to you?

The freedom of flying is assured with a system of small and large airports. Urban general aviation airports should not solely comprise the airport system in Washington. While important to the system, they are typically more expensive to operate from, more complex airspace, greater security restrictions, and in many cases, have no room for growth.

Jobs and economic hope in rural Washington are at stake with the survivability of these airports.

## Washington Pilots Fly for Kids

### Michelle Condliff, Seattle Chapter

Can you think of a better way to spend a Saturday afternoon than helping to support a good cause AND going flying? That's just what many WPA members got to do on Saturday December 14th. For the tenth year in a row, Seattle-area pilots have contributed both toys and their time in support of the US Marine Corps Toys for Tots campaign.

In late November, WPA members placed toy collection barrels at businesses located on airports throughout the Puget Sound. For the next several weeks, pilots and airport patrons generously filled the barrels with new unwrapped toys. Then on December 14, pilots from the Green River, Paine, Harvey, and Seattle chapters gathered at Galvin Flying service. Nine young men and women from the Marine Corps Reserve arrived with an empty van. The plan was to disperse about a half a dozen airplanes with a pilot and a Marine to accompany them out to the area airports to pick up the donated toys left in the collection barrels.

Unfortunately, as is becoming tradition for the event, the weather was rainy, windy, and marginal VFR. However, the weather did not dampen the enthusiasm of the Marines who were anxious to ride along and see the area from the sky. It was the first time in a light aircraft for most, and some were

excited to take the pilot's offer to take the controls.

Despite some bumpy rides, and one Marine asking "Is it always like this?" several of the Marines came back with grins on their faces. All were thankful for the experience and excited about the number of toys that were collected. We'll keep hoping for the luck of good flying weather in December!

While the weather prevented pilots from making flights to Paine and Harvey Fields, four planes did make trips to Crest,



Auburn, Renton, and Evergreen. For those who stayed on the ground to help unload toys from the airplanes, coffee, hot cider, and holiday treats were in abundance! It was also a great opportunity for WPA members from several chapters to meet, eat, and talk flying while they awaited the return of pilots and Marines

The toy collection was enhanced again this year thanks to the "Christmas in July" event held at Crest Airpark last July. This event was a FREE pancake breakfast where the "price" of admission was a donation of a toy for the Toys for Tots campaign. The toys collected at this event were included in the December pick-up and this year the Marines could not fit all of the donated toys in their van and had to make two trips to their distribution center! Thanks to all who generously donated and look forward to pancakes and Christmas in July again this year, currently scheduled for July 5.



## 3rd Annual Christmas in July

Nancy Jensen,  
Green River Chapter

Mark July 5, 2003 on your calendars now, and watch for a toy sale! Each year this event gets bigger and better. Last July we overflowed two large barrels with toys in addition to collecting \$375 for the Marine Reserves Toys for Tots program.

Bring the kids and grandkids out to see Santa and share with those less fortunate than you. A new, unwrapped toy or \$5 will buy the best breakfast around—pancakes, ham, eggs, hash-browns, juice and coffee. Santa will be joined by sharply dressed Marines and Rudolph may be burning kerosene to keep his nose red.

Let's see if we can't do better than last year! Once again it will be held on Crest Airpark in front of Lynn and Arthur Berkell's home. How about some of our eastern Washington WPA members joining us – it should be good flying weather. Hope to see you there. Call 1-800-WPA-FLYS for more info or if you want to help.

### Moving?

Send new address, email, phone number., etc. to  
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or call 1-800-WPA-FLYS

Nesko on  
WASAR  
Appears on p5

**FROM AL**  
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munity as to what it would like to see done. It is another example of unilateral action on the part of the state taken without any input from the aviation community (or as the PC word of the year in Olympia, "The Stakeholders"). We do have a very serious problem in the state in that we are not maintaining the airports we have. However, there is no way General Aviation can provide the necessary funding to correct this situation. The state needs to actively work to expand the base of pilots who register themselves and their aircraft. At this time, only about 42% of the pilots living in the state and only about 36% of the aircraft are registered. Increasing this base would bring in some of the needed funds. Please read more concerning this Bill in another article in this issue. Let us know what you think. WPA is working on our position on this bill and when formed, will put it on the website. We will also be asking for you to contact your elected legislators in Olympia with your thoughts on this bill. Please read more on these proposed increases in a separate article in this issue and also the letter from John Sibold on the overall condition of our airports. This is one time we all need to get active and loudly voice an opinion.

**WPA Annual Membership Meeting**

Please plan to attend our Annual Membership Meeting on Saturday, February 22<sup>nd</sup>. The meeting will start immediately after the close of the Northwest Aviation Conference and Trade Show. Stop by the WPA Booth in the trade show and confirm the location and time for the meeting. Along with selecting officers for next year we will be voting on a change to our By-laws. We will also present our annual awards to some very deserving people. So, if you attend the Trade Show on Saturday, stay around, attend, and participate in our Annual Meeting.

**WPA "Hello Program"**

Several months ago WPA started what is called our "Hello Program." It is a low-tech, no-cost, approach to improving security at our airports. The best security is personal recognition of individuals at your airport. It is something we all can easily do. I urge you to read more about it in another article in this issue.

**Winter Flying**

It is that time of year and I hope we all are thinking a little differently about our flying. We need to take more time with our preflight and really listen to the weather briefer. Carry a survival kit and let someone know your route and destination. Not only do you need a plan "B", but maybe a plan "C" or "D" if the weather does not look that good - or just stay on the ground and wax your aircraft. Ice can do very interesting things inside a carburetor and does not help lift when it forms on a wing. Winter flying can be a very enjoyable with lots of great scenery of our mountains covered with snow, but just be aware of the challenges winter can give you at the wrong time.

**Thanks to Everyone!**

I have served two years as your president and so this will be the last issue of **FROM AL**

It really has been an interesting two years. We had the very controversial move of the Aviation Division to a strip mall in Arlington. This resulted in the loss of some very dedicated staff members, as they could not make the move. We then saw John Sibold come onboard and basically start the Aviation Division up from scratch. Then we had the tragedy of 9-11 with all of its fallout on aviation. We now see a new way of using Temporary Flight Restrictions (TFRs). There still are the four in Puget Sound that seem to be anything but temporary.

If there was one thing I wish I could have finished during my term, it was the elimination of these TFRs. WPA worked hard in trying to do away with them, but people in the other Washington cannot understand - or care about our problem. We also experienced the Joint Legislative Audit and Review Committee (JLARC) study of the Aviation Division. WPA was deeply involved in providing information to this committee. In the above and all of the other ongoing WPA activities, I have had tremendous help from you and the aviation community. I cannot begin to thank all of you enough for the strong support I receive these two years. While I am moving out of the left seat so someone else can take over the controls, I plan to be around supporting aviation for many years.

*Al*

**New WPA Benefit**

Earlier this year WPA moved its banking activities to the Seattle Metropolitan Credit Union, in Seattle. The Board has worked with the Credit Union over the last few months to establish a corporate membership account. This arrangement now permits WPA to offer, as a new benefit to our members, the opportunity to join the credit union. There are locations in Washington that do not have a credit union available to our members and by working with Seattle Metropolitan, we can now provide a way for these members to join a credit union. You will receive more information on how to join the Credit Union in your membership renewal packet or you can call Seattle Metropolitan at 800-334-2489 or in the Seattle local area on 206-398-5501.



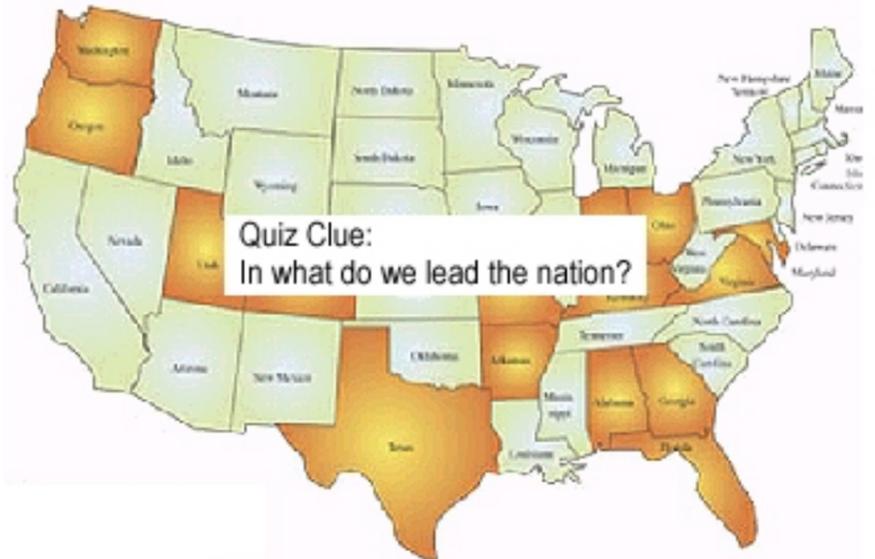
**Will you be "Flying Enabled" in 10 Years?**

**What can a GAM do about it?**

**Tom Jensen, WPA Airports Director**

**A quiz for your entertainment.**

**The answer** is a proper name of a state or country. See the Quiz Clue below before you start.



What does "Flying Enabled" require?

**Where** have you lost...

- 1) Airspace to fly in?
- 2) Places to go?
- 3) Surface (pavement or turf) to land on?
- 4) Ability to use the air, fee-free?
- 5) Permission to fly when you felt like it?

**Answers:**

- 1) **Washington.** Our one state (2%) has four (15%) of the nation's "permanent" Temporary Flight Restrictions, and that doesn't count the ones which pop up when the Seahawks are losing a home game.
- 2) **Washington.** From encroaching interests like subdivisions and commercial development (Bellevue, Cedar Grove, two airports named Evergreen, Issaquah, Martha Lake).
- 3) **Washington.** From nature and politics, Lester and Sand Point.
- 4) **Canada.** (Like New Zealand before it.)
- 5) **Australia,** where a Federal agent must approve all flight plans.

I find this really disturbing, especially after talking to Kiwi (N.Z.) pilots to operate "outside" the system. Their action deprives them of the weather, air traffic, and search and rescue infrastructure, but they couldn't afford to fly otherwise.

The same thing is happening in Europe. I'm sure you could come up

with better examples of why you GAM's (General Aviation Mammals) need mammal protection more than Herschel, Seattle's salmon slurping sea lion.

So here's suggesting that you GAMs think about how to get involved enabling your long term survival.

To keep that from sounding too intimidating, be assured that you have some help. In addition to busy WPA volunteers who have fought for the survival of airports like Ranger Creek, Rogersberg, Stehekin and Sullivan Bay, meet Jim Scott, the Aviation Division's new airport supervisor (From the Division's Monthly Update newsletter):

"With experience flying hundreds of aircraft from hot air balloons to jet planes, Jim Scott joined the WSDOT team as Airport Maintenance Supervisor. This critical position sets an improved course for the 16 state operated airports as recreational destinations, opening beautiful scenic locations to the aviation community. Jim will focus on strengthening the relationships between

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## The Frugal Flyer

**Al Banholzer**  
Green River Chapter

As has been stated in previous editions, the intent of this feature in **WPA WINGS** is to provide ideas on lowering the cost of flying.

In a prior issue we mentioned that batteries would be a future topic and in this issue we will now discuss batteries. Almost all handheld devices today, such as GPS units, radios, or cameras can use AA size batteries. These same devices can also eat disposable batteries up very fast. One way of lowering the cost of supplying batteries is to use rechargeable ones. That is what we will cover in this article. The first thing to be aware of is that most rechargeable AA batteries come in two voltages, the standard 1.5 volt and in 1.2 volt. So the first thing you must do is determine if your device can only use 1.5 volt batteries. Most newer devices will work on both 1.2 and 1.5 volts, but some cannot. If you must use 1.5 volt batteries, then your choice is limited as only Rayovac makes a rechargeable alkaline AA 1.5 battery. If you can use 1.2 volt batteries, you have a wider choice of batteries and manufactures. Rechargeable 1.2 batteries come in three types; alkaline, nickel-cadmium (NiCad), and nickel-metal hydride (NiMH). The AA NiCad type is fast disappearing from the market so we will not cover them. The alkaline and NiMH both have good and bad features and which one type you might use depends on how you plan to use them. Alkaline rechargeable 1.2 volt and 1.5 volt batteries do not slowly discharge when not in use. However, they lose the capability to hold a full charge the more they are recharged and may fail after 20 to 25 charge cycles. So, they may be good for devices that are not used very often. NiMH batteries can withstand several hundred charge cycles and do not suffer the problem of not being able to take a full charge the more they are used. The downside is that an idle NiMH battery discharges over time. So, this type of battery is good for use in a device is used often, one that requires a high drain rate, and one where the batteries can be recharged just before being used. When purchasing a NiMH battery, make sure it is one that has at least 1800 ma capacity as there are some sold with less capacity and you want the highest capacity battery you can buy. One problem you might run into if your device has some sort of a battery status indicator, using 1.2 volt batteries may result in inaccurate indications. The unit will work OK; you will just not get an accurate indication of battery status. The Frugal Flyer has used both 1.5 volt alkaline and 1.2 volt NiMH batteries made by Rayovac for several years and has had very good results. Rayovac also make a 3-in-1 Charger that will recharge all three different types of rechargeable batteries; 1.5 volt alkaline, 1.2 alkaline, and 1.2 NiMH. There are several other companies making rechargeable batteries and chargers, the Frugal Flyer has only had experience with the products from this one company. The cost of four rechargeable AA alkaline batteries is about \$7.00, four NiMH batteries run about \$11.50, and a charger around \$12.00. So, review your use and cost of disposable AA batteries and see if rechargeable ones might help lower your cost of keeping your portable devices working.

## My Flying Goals for 2003

**Paul Grey,**  
WPA Membership Director

If you are anything like me, when you add up your logbook times for insurance purposes the hours are not what you had hoped for? There is a reason. I didn't make any real flying goals for myself last year and so others things took priority or filled the voids of time. It's just the way nature works. So... lest it happens again this year, I'd better get to work on some targets for myself, write them down, and put them on my bulletin board so they are in clear sight. Now I don't want to take the fun out of my flying

hobby, I just want to make sure I have the desired focus.

Well here I go. *For cross country flying I'm going to make two trips*, one to the L.A., CA area to visit my sister, brother-in-law and my niece. I've been talking about doing this for the last 5 years and this time it's a written goal. And I'm going to visit my mother in Michigan and my brothers and sisters who live around that state. I'm tempted to schedule this around Oshkosh but this would distract me from my goal of time with the family so it's direct to Bad Axe, MI from Bellingham.

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## Flying Enabled

**Continued from page 3**

WSDOT and the federal agencies the state leases eight of the airports from, including Bureau of Land Management, Army Corps of Engineers and National Park Service. "The state airports go well beyond helping pilots in emergency situations. They are destinations where families can picnic, camp or even better, offer ideal fishing spots," said Scott. "We want to enhance our airports with improved visitor services like picnic tables, shelters and transportation to neighboring communities." Scott recently kicked off the Adopt-an-Airport program as well.

In his spare time, Scott is the Manager of the NW EAA Fly-In in Arlington and grew up on an airport. "I want my own family, and my aviation family to have the same opportunities in aviation that were available to me as a child," said Scott." Read that last sentence again. Jim really means that. What do you think about a bureaucrat thinking of YOU as family, and actually being on your side?

Jim gave up a Boeing career because he liked the direction of the Aviation Division. He lives on the Arlington airport, and his sister is our aviation friend, Barbara Tolbert. (If you've ever gotten into a fracas with Barbara on your side, you'll instantly appreciate that Jim has the right genes.) He is passionate and visionary, with a 10-year "horizon", which I like because it specifically includes GA.

Think back to the quiz; what kind of opportunities were available to you as a child, but which will be gone forever if *our family* doesn't do something?

So, what is that "something" that you or your chapter might do? Our family friend Jim is looking for groups to adopt each of the state airports. The easy ones have been adopted because they were convenient, familiar and somebody cared. What about the "hard ones"? Can you help? Do you know somebody "close" to an orphan airport listed below? Do you know an orphan airport? Do you care? Think about innovative approaches like this idea:

Did you know there was a Starbucks Flying Club? (Yes, named after the coffee, obviously they specialize in short flights.) Jim is working on them to adopt the Little Goose airport at Starbuck, WA. The really clever part is not the name association, but the fact that the closest rest room is a short walk to the nearby park. (Those coffee drinking pilots will be at work soon.)

Jim is looking for groups to adopt Lower Granite and Lower Monumental airports. Both are owned by Corps of Engineers. Are there any WPA Army brats who know something or somebody and can make a connection which might help?

He is looking for somebody to adopt Woodland (currently flooded) and Copalis ("the only beach airport in the nation.") He would also like a pilot group to work with caretakers of Easton and Avey.

Please call 1-800-WPA-FLYS or email me [airports@wpaflys.org](mailto:airports@wpaflys.org) or give Jim Scott a call at 1-800-552-0666

## WPA 2002 Financial Statements

**David Almvig, Treasurer**

WASHINGTON PILOTS ASSOCIATION Profit and Loss Comparison January through December 2002			
	Jan - Dec'02	Jan - Dec'01	\$ Change
<b>Income</b>			
Dues			
CFI's	\$ 56.00	\$ 36.00	\$ 20.00
General Membership	\$ 14,689.20	\$ 12,352.35	\$ 1,836.85
Student	\$ 10.00	\$ -	\$ 10.00
For Chapters	\$ 393.00	\$ 433.00	\$ 46.00
Paid to Chapters	\$ (747.00)	\$ (258.00)	\$ (489.00)
<b>Total Dues</b>	<b>\$ 14,906.20</b>	<b>\$ 13,063.35</b>	<b>\$ 1,842.85</b>
WINGS Advertising Income	\$ 1,327.49	\$ 747.00	\$ 580.49
Interest Income	\$ 173.34	\$ -	\$ 173.34
<b>Donations</b>			
WASAR	\$ 735.50	\$ 932.50	\$ (197.00)
WASAR Paid	\$ (797.00)	\$ (773.50)	\$ (23.50)
Airport Fund	\$ 668.91	\$ 733.50	\$ (64.59)
Airport Fund Paid	\$ (711.41)	\$ (550.50)	\$ (160.91)
<b>Total Donations</b>	<b>\$ (104.00)</b>	<b>\$ 337.00</b>	<b>\$ (441.00)</b>
GAN&Flyer Subscriptions	\$ 1,099.00	\$ 393.00	\$ 706.00
Paid to GAN&F	\$ (1,049.00)	\$ 50.00	\$ (999.00)
<b>Total Income</b>	<b>\$ 16,358.53</b>	<b>\$ 14,052.35</b>	<b>\$ 2,306.18</b>
<b>Expense</b>			
Website Maintenance	\$ 980.00	\$ 370.00	\$ 610.00
Administrative			
Events	\$ 1,600.00	\$ (175.00)	\$ 1,775.00
Awards and Miscellaneous	\$ 167.12	\$ 440.13	\$ (273.01)
<b>Total Administrative</b>	<b>\$ 1,767.12</b>	<b>\$ 265.13</b>	<b>\$ 1,501.99</b>
Membership			
Records Management	\$ 4,200.00	\$ 4,200.00	\$ -
Supplies, Postage, Printing	\$ 654.36	\$ 1,108.19	\$ (453.83)
<b>Total Membership</b>	<b>\$ 4,854.36</b>	<b>\$ 5,308.19</b>	<b>\$ (453.83)</b>
Office			
Mail Forwarding Expense	\$ 258.00	\$ 393.00	\$ (135.00)
Postage and Supplies	\$ 166.05	\$ 524.20	\$ (358.15)
Taxes	\$ 45.00	\$ 10.00	\$ 35.00
Telephone	\$ 504.52	\$ 542.35	\$ (37.83)
<b>Total Office</b>	<b>\$ 973.57</b>	<b>\$ 1,470.05</b>	<b>\$ (496.48)</b>
Stuart Island Cabin			
Property Tax	\$ 307.64	\$ 313.72	\$ (6.08)
Repairs and Maintenance	\$ 60.00	\$ 258.27	\$ (198.27)
<b>Total Stuart Island Cabin</b>	<b>\$ 367.64</b>	<b>\$ 571.99</b>	<b>\$ (204.35)</b>
WINGS Newsletter			
Mailing	\$ 460.39	\$ 482.39	\$ (22.00)
Postage	\$ 1,493.36	\$ 1,409.69	\$ 83.67
Printing	\$ 2,529.06	\$ 2,598.94	\$ (69.88)
<b>Total WINGS Newsletter</b>	<b>\$ 4,482.81</b>	<b>\$ 4,490.02</b>	<b>\$ (7.21)</b>
<b>Total Expense</b>	<b>\$ 13,495.50</b>	<b>\$ 12,302.36</b>	<b>\$ 1,193.14</b>
<b>Net Income</b>	<b>\$ 2,953.03</b>	<b>\$ 1,169.97</b>	<b>\$ 1,783.06</b>

WASHINGTON PILOTS ASSOCIATION Balance Sheet Comparison As of December 31, 2002			
	Dec 31, '02	Dec 31, '01	\$ Change
<b>ASSETS</b>			
Checking/Savings			
Credit Union - Money Fund	\$ 14,158.34	\$ -	\$ 14,158.34
Credit Union - Checking	\$ 1,382.77	\$ -	\$ 1,382.77
WaMutual - Checking	\$ -	\$ 12,588.08	\$ (12,588.08)
<b>Total Checking/Savings</b>	<b>\$ 15,541.11</b>	<b>\$ 12,588.08</b>	<b>\$ 2,953.03</b>
Prepaid Rent - Stuart Is. Cabin	\$ 67.00	\$ 67.00	\$ -
<b>Total Assets</b>	<b>\$ 15,608.11</b>	<b>\$ 12,655.08</b>	<b>\$ 2,953.03</b>
<b>LIABILITIES &amp; EQUITY</b>			
Equity			
Opening Balance Equity	\$ 6,041.91	\$ 6,041.91	\$ -
Retained Earnings	\$ 6,613.17	\$ 5,443.20	\$ 1,169.97
Net Income	\$ 2,953.03	\$ 1,169.97	\$ 1,783.06
<b>Total Liabilities &amp; Equity</b>	<b>\$ 15,608.11</b>	<b>\$ 12,655.08</b>	<b>\$ 2,953.03</b>

# MORE FROM AL

## Pierce County Airport

Some good news comes from ISO. The FAA has approved a grant to purchase property along the east side of the airport. This supports the 2000 Master Plan for the airport of acquiring 45 acres east of the airport, including aerial rights and roadway easements. A grant application is now being prepared to acquire additional aviation aerial easement rights for approach slope clearance for a RW 16 GPS approach. Like many airports in the state, Pierce County is been having a tough time with some anti-airport activists, but this news is a great step forward in helping to improve the safety and insure a long life for old Thun Field.

## WPA Hello Program

Several months ago WPA initiated its Hello Program as a way to help secure our general aviation airports. The best security in the world is personal recognition of individuals at your airport. If you know who should be there and who are new faces to you, it can provide a huge step forward in increasing security. If you see someone you do not recognize, make a point of going up to that person and introducing yourself. Say something like, "Hello there, I am (your name) and I haven't meet you before". Look the person in the eye and see if they return by looking you in the eye. Offer to help the person if they are new to the field. Engage in a little quick conversation and see if anything they say sounds a little odd in the language of aviation. What

will really happen is you will make a new friend. If in that extremely rare case you get a little yellow flag start to wave in your head after talking to the individual, ask a few more questions about flying and see what you get for answers. If the yellow flag starts to turn red, go to the FBO or someone else on the field and ask them if they know anything about the individual. After that if you really have a concern, call the local law enforcement office. This is what our "Hello Program" is all about. Please join in and made it work for a safer flying environment.

## Help save airports

The Montana Pilots Association Recreational Airstrip Committee is looking for pilots to add to their email list. They anticipate needing help this year as they fight to keep open and open new airstrips, such as Missouri Breaks. If you can help them in this great effort by writing letters or emails supporting their work, contact them at [mpa@blackfoot.net](mailto:mpa@blackfoot.net). Sign up and at least you will find out what is going on over that way. They need all of the political horsepower they can get.

## Accident Report

The following is from a 1917 British Accident Report. "The pilot accomplished a brilliant piece of work landing his disabled machine without damage to it or himself. However, it was doubly unfortunate that upon alighting from his machine he missed the catwalk on the lower airfoil and plunged both legs through the fabric, straddling a rib, from which he received a grievous personal injury."

# Nesko on WASAR

**Tom Nesko, Director WPA  
Washington Air Search & Rescue**

Is WASAR alive and working? Well yes and no. We're alive, and may the fortunes continue to smile upon us, we were not put to work much in 2002. Final statistics will be out shortly, (that's a nice way to say I can't find my copy for this article at it's writing) and will be available as a handout at the upcoming Trade Show later this month.

Prior to Moore's finalizing the data (and my misplacing it), it was estimated that the Aviation Division listed the following:

There were 331 activities responded to by the Air Division SAR of which there were 59 Accidents reported, with 11 fatalities. Moore also reported 195 ELT alarms which were resolved in short order mostly by phone contacts with FBOs, negating the need to send aircraft out for ELT searches.

Further information regarding this grouping of SAR activities can be had by contacting Karl at the Aviation Division, 1-800-552-0666.

Hope to see you all at the Trade Show, please continue to fly safely. ✈

## Preliminary WASAR Training Calendar

The following SAR Training Calendar for 2003 was released by the Aviation Division, Karl Moore, SAR Coordinator and is listed for your information. Please contact Moore at the Aviation Division, 1-800-552-0666 for further information.

- March 8-9 ASAROC 101 (Orientation) Auburn
- March 22-23 SAREX w/CAP Grp 2
- May 3 ASARC 101 (Orientation) Spokane
- May 4 SAREX w/CAP Grp 1 Spokane
- June 7-8 SAREVAL (Thun Field)
- September 13-14 Mountain Flying Clinic, Wenatchee
- September 27-28 ASAROC 101 (Orientation) Puyallup
- October 25-26 SAREX w/CAP Grp 5
- October 8-9 Nov ASAROC 101 (Orientation) Yakima

## Airliner Avionics at General Aviation Prices

Developed through FAA's Capstone II program Chelton Flight Systems' Synthetic Vision EFIS named FlightLogic revolutionizes avionics for single engine Cessnas or Jets, and is approved for installation in over 600 aircraft operating under FAR Part 91, 135, and 121. The FlightLogic System consists of one to four screens, solid state gyroscopics, air data computer with fuel totalizer, GPS WAAS

receiver, full FMS, integral voice warning system, TAWS, graphical flight planner, and much more.

The Primary Flight Display's (PFD) 3D Synthetic Vision allows a non-jittery, smooth-flowing 3D view of the aircraft and its relation to the terrain and obstacles around it and has been characterized as "VFR-IFR Equivalency." The HUD symbology depicts ASI, ALT, VSI, AGL, CDI, trends, heading, timers, and bugs information, and also offers con-

**Continued on page 6**



## 23 Reasons to Join the Washington Pilots Association

1. Search and Rescue team ready to respond to emergencies 7x24.
2. Newspaper from the state organization keeping you up to date and in touch with the aviation world in Washington State - *WINGS*.
3. Discount of \$10 off the *GA News* magazine - keeps you informed of NW aviation.
4. Discount of 24.5% off the *Pilot Getaways* magazine - shows you great flying destinations.
5. Membership includes your spouse.
6. Great food and snacks at most monthly chapter meetings.
7. Active advocacy to preserve our airports and flying freedoms.
8. Educational lectures on flying and aircraft maintenance.
9. Assistance for new pilots getting started in the wonderful world of aviation.
10. Safety seminars on a variety of topics.
11. Toys for Tots with Santa flying in to participate.
12. Automatic membership in Washington Air Search and Rescue (WASAR)
13. Observer training for non-pilots who want to participate in Search and Rescue.
14. Advanced training for pilots who want to participate in Search and Rescue.
15. Widen your circle of aviation friends: in your community, at the chapter level, and across the State.
16. Private rustic cabin on Stuart Island for exclusive and FREE use by WPA members.
17. Information available on State and local legislation affecting your rights as pilots.
18. Experience the fun of fly-outs with fellow pilots.
19. Contests to check your "flour bombing" and landing skills.
20. Unrestricted access to our 800-WPA-FLYS help line.
21. Year-round activities to keep your interest in flying high.
22. Outstanding lineup of free guest speakers to both entertain and educate YOU.
23. Web site to keep you up-to-date on aviation events and issues in Washington.

Visit our web site: [www.wpaflys.org](http://www.wpaflys.org) to learn more about the WPA and join the organization in Washington representing your aviation interests.

## Cut out this section!

Give it to a friend who is not a member of WPA, but who you'd like to become a member!

### Washington Pilots Association Membership Application

Become a member today by completing this form or by using the form on the WPA website [www.wpaflys.org](http://www.wpaflys.org)

Name  Student  Spouse  Student  
 Pilot  IFR  Comm'l  ATP  CFI(I)  Pilot  IFR  Comm'l  ATP  CFI(I)

Address \_\_\_\_\_ City/State/Zip \_\_\_\_\_  
 ( ) ( ) ( )

Home Phone \_\_\_\_\_ Work Phone \_\_\_\_\_ Fax \_\_\_\_\_

eMail address \_\_\_\_\_

Please select one of the WPA chapters below to join, OR you may choose to become a "member at large." If you select a chapter, \$12 of your WPA annual dues is directed to your selected chapter. If you select "member-at-large" \$6 of your dues will be donated to WA Search & Rescue Fund and \$6 to the WPA Legislative Action Fund.

- Bellhingham  Okanogan County  Spokane
- Clallam County  Paine Field (Everett)  Twin Harbors (Hoquiam)
- Colville Valley  Greater Seattle  Wenatchee
- Deer Park  Southwest-Vancouver  Yakima Valley
- Green River (Auburn/Renton)  Harvey Field (Snohomish)
- Kelso / Longview  MEMBER AT LARGE

- WPA Regular Annual Dues - Includes *Wings*  \$31
- CFI/CFII Dues - Regular dues not required.  \$ 1
- WPA First Year Soloed Student Pilot (1st year free)  Free
- GA News - Discounted \$35 1-year subscription  \$25

**Make Check Payable to Washington Pilots Association or complete credit card information:**

Circle American Express Discover MasterCard Visa  
 Exp. \_\_\_\_/\_\_\_\_

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

Signature (for credit card applications)  
 Fax Credit Card Applications to 603-658-1882 or mail to address above.

## SPOKANE CHAPTER

**Mike Eller, President Elect**

The Spokane Chapter elected new officers and board members at the November meeting. President: Mike Eller President Elect: Vacant Treasurer: Judy Cocking Acting Secretary: Maggie Eller Director: Jerry Baur Director: Jeff Renfrow Past President: Helen Perrin

We are looking forward to a fun flying year bringing back our annual Wilderness Within Reach flyout July 26th. We fly twenty-five Hutton Settlement children into the Frank Church Wilderness strip of Moose Creek for a day of swimming, hiking and eating. Our Annual Fall Foliage Flight with Veterans from the Spokane VA Hospital will be September 27th. We fly over northern Idaho and Montana for two hours and return for lunch at Felts Field. We will enjoy the Gourmet Picnic and Croquet Challenge at Lake Chelan April 26th. We are looking forward to our Navigational Rally in May and the Poker Run in August, both originating at Felts. We are putting together a Jackpot trip in June and would like to get a group together for a trip to the Reno Air Races this year. Our annual Yakima Winery tour is always a relaxing October 4-5th weekend. We have a new Pilots Jeopardy Game and interesting, informative speakers planned for each monthly meeting.

Please join us for any of these events. For schedule contact Mike Eller (509)226-3816.

## HARVEY FIELD

**Bob Bourgoin**

If you haven't been out to Harvey Field in Snohomish I have to recommend it. It's a really wonderful full service pilot controlled strip within walking distance of historic downtown Snohomish and it's legendary antique shops. The field sports a good restaurant with an outdoor deck and among other amenities, the Snohomish Parachute Center. It's a great place to fly-in for lunch and watch the jumpers land on a sunny Saturday afternoon (we have one now and then).

The chapter enters the New Year with a new President and Treasurer: Bob Bourgoin (that's me) and Damian Blaschka respectively with our V.P.: Charles Oppermann and Secretary: Crystal Powell staying on for another term. New Board members joining Glenn Torger-son are Greg Hunter and Jethro Peoples III. Our first meeting in January was well attended, getting us off to a good start. We look forward to an interesting and exciting year with several items on the agenda already. One possibility we are looking at is the chapter sponsoring one of the State emergency airstrips.

The Snohomish Flying service has a new thing going. On the second Saturday evening each month at 7pm in hangar 15 it's "Saturday Night at the Movies". January we had "The High & The Mighty", to be followed by "Twelve O'clock High" in February and "Always" for March. So come out for lunch or dinner, enjoy the local ambience and stay for the movie, admission and popcorn are on the house I mean the hangar...!

## CLALLAM COUNTY CHAPTER

**Gene Rimov  
President, Clallam County Chapter**

### Can You Help Us?

We can do it, but can you help us out? October 2002, the Port of Port Angeles Commissioners approved the Date of September 6, 2003 as Airport Day. Not only this but the local Chamber of Commerce said they wanted the event to be a two day affair. For a small community of 18,000 that faced an attendance of over 4000 folks on Airport Day 2002, we now have a very large planning focus group made up of CCPA members to take on this task for 2003.

So what can you do to help us out? How about coming over on September 6th? We need ultralites to fly in the only ultralite pattern in the U.S. set up in Controlled Class E airspace. An ultralite operator could then say, "Hey, I landed with the jets! We need more vintage type aircraft. Perhaps if the Antique Aircraft Association would do a fly around the Olympic Peninsula, they could drop in at Port Angeles on September 6. Since we don't have our paid promoter any more, perhaps you'd like to invite us to one of your chapter meetings so we can tell you a little about our Airport Day 2002 and what we plan for 2003. If you'd like more information, you can call Gene at 360 452-2806 or come to the Aviation Conference and Trade show in Puyallup and see if Gene is hanging around the WPA booth on Feb 22.

## GREEN RIVER CHAPTER

**Lynn Berkell, President**

### A Dream Takes Flight at the Green River Chapter

The new year has brought a change, with new officers and board members bringing fresh ideas to the Green River Chapter. With a surplus of funds in the treasury the officers and the board decided to start a scholarship fund which was received favorably at the last membership meeting.

Raising money for the scholarship fund will be a challenge but the reward will come in being able to return something to aviation. There will be details to work out on the way as this flight progresses but I think we're up for the challenge. As a chapter of about 80 members, we don't have a lot of money to give but it will help someone. I have a dream in the back of my mind that someday that all the WPA chapters will pool together on a scholarship fund to give a more substantial amount. Is anybody out there listening?

## YAKIMA VALLEY CHAPTER

**Dennis Klingele, President**

The Yakima WPA Chapter gathered for it's first general meeting on 2003 at McAllisters Aviation Museum. The Dinner meeting featured a slide show presentation by retired Alaska Airlines pilot JIM POLLEY. Jim showed us many slides of all the many areas and

towns of Alaska and included pictures of most all of the planes they used to fly both passengers and cargo in. The planes varied in size from small amphibious craft to large four engine jets and the runways in some of the more remote regions were often frozen lakes, or frozen snow fields. The stories were informative and fun.

The Yakima chapter meets every last Friday evening of the month most of the year. The meeting location varies from summer hanger barbecues to some of the finer Central Washington restaurants. We always welcome guests, so if your in the area just check in with us (try Dennis Klingele 509-966-5300, or Bob Hammer at 509-678-6531) to find out when and where. The meeting almost always feature some sort of aviation related entertaining program.

The Mcallister Aviation Museum is continuing to improve and promises to be a worthy stop. The museum features a continuously changing array of displays. The 24 hr self serve fuel is very popular, with 100 LL selling at \$2.63 all taxes included, as of the first week of February. The Museum building hours are 10 to 5 Tuesday through Saturday. The museum ramp still also has some tie downs available, at only \$20 / month. The museum phone number is 509-457-4933.



Mission Patch of the Columbia STS-107 Mission

## Airliner Avionics

**Continued from page 5**

formal traffic display (with Ryan TCAD), unusual attitude recovery mode, zoom/wide-angle modes, and enhanced low-speed awareness cues.

Using "Highway-in-the-Sky" technology, flightplans are created quickly by operating a few buttons, creating a three-dimensional series of boxes on the PFD which represents a tunnel through which the pilot can smoothly navigate his aircraft from the en-route segments of the flight-plan through to a precision, non-precision, or visual approach right down to the precisely depicted runway environment.

The Multi-Functional Display (MFD) provides 2DI representations of a moving map with Jeppesen NavData, conventional HSI/RMI, obstructions, airspace incursion symbology, horizontal projected path, waypoint information, plus information relating to winds-aloft/crosswind component, density altitude, air/ground-speed, OAT, (wind/terrain/turn compensated) dead-stick glide area, fuel range and duration, and an on-screen full-function FMS.

Offering more capability than a Boeing 777, FlightLogic is available for GA aircraft. Check out the truly incredible features of FlightLogic on a simulator at Hillsboro Aviation, the Chel-

## Flying Goals

**Continued from page 4**

Next, for local flying, *I will fly at least once over two weeks.* I know frequency is important in keeping my rust levels to a minimum. When I take friends and family along, I don't want to be concerned about the landing based on how long ago since my last one. I think I'll even make a flying appointment in my daily planner for the next three months to make sure I've reserved time for my important hobby and set a pattern of behavior for myself.

I suppose I should have some goals for continuing education. This will be good since I know there will be times that the weather won't cooperate so I'll substitute hangar flying instead. Weather has always been one my weaker points. A WPA friend of mine gave me the book *Weather Flying. I'm going to read and study this book by June of this year.* Thanks to Arthur Berkell and his friends *I will faithfully read "WPA Wings" to keep up with the latest in aviation news in my state.* And, *I'm going to attend each monthly meeting of my local WPA chapter in Bellingham.* Maureen always has a great speaker lined up, and Chip our President always has practical tips about flying in the NW. And it seems the coffee section before and after these meetings results in my picking up another piloting tid bit. In fact, I'm going to jot these meeting dates in my daily planner for the rest of the year so nothing else gets in the way.

All my friends and coworkers know of my passion for flying. How about I make a goal to *take 3 people up this year who have never experienced the joy of General Aviation.* I've got a nice looking printable First Flight certificate template on my PC thanks to Gary Evans at the Harvey Chapter. I'll reward them with this certificate at the end of the flight and maybe, just maybe, they will be encouraged to take to the skies.

Oh yes, one more goal, *I'm going to attend the Northwest Aviation Conference in Feb.* as this is always a great event with lots of exhibits and national speakers. Maybe I'll see you at the WPA booth and we can compare our flying goals for 2003.

## Fees and Taxes

**Continued from page 1**

aviation in the state come directly from General Aviation. Nothing comes from the state's general fund. General Aviation cannot by itself provide the funds needed to maintain our airports. The Aviation Division needs funds from other sources to do their job properly. I think we can take a look at what funds we do contribute and maybe adjust them somewhat, but not to the level Senate Bill 5392 proposes. Some parts of this bill have merit and WPA is working on its position concerning Senate Bill 5392. Unfortunately, the deadline for WINGS came before we have firmed up a position. Please check our website ([www.wpafls.org](http://www.wpafls.org)) as we will post information concerning the bill as things unfold. You can read the full text of the bill going to [www.leg.wa.gov/pub/billinfo/2003-04/Senate/5375-5399/5392\\_01232003.txt](http://www.leg.wa.gov/pub/billinfo/2003-04/Senate/5375-5399/5392_01232003.txt)

ton dealer for Oregon and Southwest Washington. An dealer for the remaining area of the State of Washington has not been appointed yet by Chelton..

Call for additional information at 800-345-0949, email [ernies@hillsboro-aviation.com](mailto:ernies@hillsboro-aviation.com) or check out their website [www.hillsboro-aviation.com](http://www.hillsboro-aviation.com).

# Buzz Jobs

Paul Dickerson, Spokane Chapter

It was a beautiful sunny Saturday afternoon. The water was flat and there was just a hint of a breeze. It was one of those days that was made for flying a floatplane. We have a Piper J-3 Cub that we keep on Coeur d'Alene Lake in North Idaho. I had already flown it once that day so I left it tied up in the water with the nose tied to the dock and the tail tied to a piling on a neighboring dock.

I often left it there instead of on the ramp I had made for it. It was easier for short durations when I want to go back out flying. Well it was time to go back out. I untied the tail and then untied the nose. If you fly floats you know that once you start the airplane it starts to move right away. There are no brakes on the water.

There is a procedure you go through to preflight and prepare the engine for starting. I turned on the gas, primed the engine, pulled the prop through three times, set the altimeter, let down the water rudder; generally got the aircraft ready for flight all the while balanced on the floats as they were rocked by the passing boat wakes.

On our Cubby you have to hand prop it because it has no starter. That means I get it ready to go, then give it a push away from the dock, hand prop it and hop in. This is ordinarily not a difficult operation. It is one I have performed many times and feel very comfortable with. As I was doing this I held onto the tiedown rope that was my security blanket in case I had a problem. Once the airplane started I would let go of the rope and be on my way. Well my security blanket very gently slipped out of my hand. "No big deal." I thought. "I will just start and take off."

Well the nice soft breeze gently turned the nose towards the dock. Now I cannot just start it as I will go right into the dock. "What now?" I pride myself on thinking I can work my way out of any situation through common sense and logic. "I'll just get out the paddle stored in the back of the Cub. No big deal." I got out the paddle and paddled and paddled. Not good enough. It is very hard to turn an airplane when it doesn't want to turn. There was just enough wind to turn it back towards the dock. Floatplanes weathervane into the wind and the wind wasn't doing me any favors.

I was now turned around so I couldn't get to either dock. Okay now what? The tail feathers were drifting into the piling on the dock behind me. The water was freezing and I was fully clothed. I didn't want to take a dive but I would save my little Cubby. Save the Cubby. That was the foremost thing on my mind. I will not let the Cubby get dinged! The back of the floats drifted up to the other dock and I thought, "Okay, now I can get off." So I went for it and jumped onto the neighboring dock.

I was holding the plane by the wing and trying to maneuver it around the piling. I figured I could get it around the piling and step on the float then push off and be free of the dock. I had my arms around the piling and was holding onto the wing thinking I was

pretty smart. I could get this thing done and go flying. That's when my heart-aches began.

At this point I saw my first bee.

He was right in my face. Then here comes the second, the third, and then thirty of the little buggers. The entire side of that piling was covered with bees. I had my arms around the piling holding onto the plane and the bees were right in my face. They started swarming out of that piling and boy were they mad! Little did I know there was a very active bee hive in this old piling. I talked to them. I thought I could reason with them. "Hey come on you guys. I am not going to hurt you. I haven't done anything to you. Leave me alone and let me go fly." They didn't listen. Bam. One hit me. Bam. Another. Bam Bam Bam. I was getting swarmed by stinging bees.

I won't let go of the plane. I got stung again and again. I would not let go of the plane, not my little Cubby. I would not let go and let the plane go into the rocks or swing into the pilings and damage the fabric.

Bees were crawling inside my baseball cap. I took my hat off and started swinging. They were everywhere. I ran my fingers through my hair and found several bees crawling around looking for a better place to sting me. Now the tail feathers of the plane were drifting into the dock. I let go of the wing. I ran to catch the tail feathers to save the airplane. The bees followed. Now the plane was trapped in a triangle of pilings, dock, and a rocky shore. "How did I get in this mess?"

So now what? I got a hold of the tail of the airplane. The bees temporarily gave up. I was in this triangle and the only way out was to go back by the bees. "Okay I can do this, I thought to myself." I will make another run at it. If I could just get the wing by the piling and get on the float, crank I'd be home free. Big mistake. I tried to maneuver the wing around the piling again. The bees didn't buy it.

Here come the bees. Bam Bam Bam. They were stinging me on top of the head, on both sides of my head, on the back of the neck, and on both sides of my neck. The place that hurt the most was the three stings on top of my left ear. Okay, can't go that way. Now what buckwheat?

My beloved Cubby is now drifting back into the rocks. I grabbed a hold of it and hung on to give me time to devise a new plan. Maybe I could maneuver it by the piling on the other side and get clear. "Okay let's try that." I pushed it over. One wing cleared the piling but there are two wings on an airplane. The other wing was stuck in the trees on shore. "Can't go that way."

The plane is now getting dangerously close to the rocky shore. I was thinking boy if the floats get bounced up on those rocks I will have a lot of patching to do. I tried to think how I could get out of this triangle without going by the bees nest. How could I resolve this and come out whole?

While I was trying to figure it out somehow the airplane turned around by itself and presented its own solution bless its heart. One wing cleared the piling and the other was at just the right angle to swing clear of the trees

onshore. I was home free. Sort of.

The plane was just clear of the rocks on shore and I had to get it maneuvered out so I could get on it (remember how this saga started) and go flying. My head felt like a pincushion. I was mad. I wanted to get out of this situation whole. I pushed the Cubby out as far as I could from the rocks and climbed on.

"Will it start?" Well it had never failed me before. It had been 20 minutes during this little exercise since I'd primed it. I didn't have enough time to prime it again before it hit the rocks. I climbed over the struts and up to the front of the float to prop it. I had one

shot at it before the plane drifted back into the rocks. I was a little rummy from the excitement and the bee stings. This was the only way out. I had to start the plane to get it out of there.

I flipped the prop and my little Cubby turned right over and purred like a kitten. Success at last. I climbed in. The smart thing to do I thought to myself was to taxi over to the ramp, put the plane up and wait a while and see if there were any effects from the bee stings.

Oh well. It was a beautiful sunny Saturday afternoon. I gently pushed

## Calendar of Events

AI Banholzer Green River Chapter, WPA President

The following list of aviation related events is provided as a service to our members. Obviously, these events are not sanctioned by WPA but provided to you as an aid in identifying flying events in which you may want to participate. We try to keep the information up-to-date. However, there is always the chance that situations change. Therefore, check with the person listed with each event to insure the event is still scheduled. Please send updates to Events by email at [events@wpaflys.org](mailto:events@wpaflys.org) or call/fax the information to (425) 228-6330. Help us make this Calendar in *Wings* a very useful item - send in the events!

### FEBRUARY

- 5 FAA Safety Seminar Kootenai Co Adm Bldg, Coeur d'Alene, 19:00 800-341-2623
- 15 Safety Breakfast at Port Angeles Airport Coffee Shop, 08:30 (CC) - Steve 360-452-6601
- 15 Valentine Dinner Dance, Pearson Air Museum, Jerry Grant, 360-694-7026
- 22-23 NW Aviation Conference & Trade Show, 9:00 - Puyallup Fairgrounds
- 22 WPA Annual General Meeting, NW Aviation Conference & Trade Show
- 22 WASAR Annual Membership Meeting at NW Aviation Conference and Trade Show
- 22 FAA Safety Seminar, Okanogan PUD, Okanogan, 08:30-12:00 800-341-2623
- 25 FAA Safety Seminar, Chelan County PUD, Wenatchee, 19:00 -800-341-2623
- 26 Wings Program, Snohomish PUD Auditorium, 7:00pm Scott Gardiner, 425-227-2880
- 27 Wings Program, Museum of Flight, 7:00pm- Scott Gardiner, 425-227-2880
- 28 Safety Breakfast at Port Angeles Airport Coffee Shop, 08:30 (CC) - Steve, 360-452-6601

### MARCH

- 1 Twin Oaks Airpark, Hillsboro, Fly-in Breakfast - EAA #105, 503-646-8763
- 2 SAR Orientation Part 1, Aircrew/General, East side - register 800-552-0666
- 11 FAA Safety Seminar, Airport Conference Room, Walla Walla, 19:00 - 800-341-2623
- 14 Safety Breakfast, Port Angeles Airport Coffee Shop, 08:30 (CC) Steve, 360-452-6601
- 15 WSDOT Aviation Maintenance and AI Clinic, Spokane - 800-552-0666 to register
- 15 St. Paddy's Day Party at the Museum, Pearson Air Museum - 360-694-7026
- 13-15 Idaho Aviation Festival and Safety Conference, Boise - 208-334-8775
- 22 WSDOT Aviation Maintenance Clinic, Tacoma - 800-552-0666 to register
- 26 Wings Program, Clover Park College, Thun Field, 7:00pm Scott Gardiner, 425-227-2880
- 27 Wings Program, Museum of Flight, 7:00pm, Scott Gardiner, 425-227-2880
- 28 Safety Breakfast at Port Angeles Airport Coffee Shop, 08:30 (CC) - Steve, 360-452-6601

### APRIL

- 2-8 Sun'n Fun, Lakeland, FL - 863-644-2431
- 5 Twin Oaks Airpark, Hillsboro, OR, Fly-in Breakfast - EAA #105 503-646-8763
- 11 Safety Breakfast at Port Angeles Airport Coffee Shop, 08:30 (CC) Steve, 360-452-6601
- 16 FAA Safety Seminar, Franklin County PUD, Pasco, WA 19:00 800-341-2623
- 23 FAA Safety Seminar, Spokane Falls Community College 19:00 800-341-2623
- 24 Wings Program, Museum of Flight, 7:00pm, Scott Gardiner 425-227-2880
- 25 Safety Breakfast, Port Angeles Coffee Shop, 08:30 (CC) Steve, 360-452-6601
- 25 FAA Safety Seminar, Latah Co. Fairgrounds, Moscow, ID 19:00 800-341-2623
- 27-28 Wings Weekend, McAllister Museum, Yakima (YV), 08:00 - Karen Hill 509-452-2652
- 30 Wings Program, Snohomish PUD Auditorium, 7:00pm- Scott Gardiner, 425-227-2880

Continued on page 8

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**Deteriorating WA Airports**

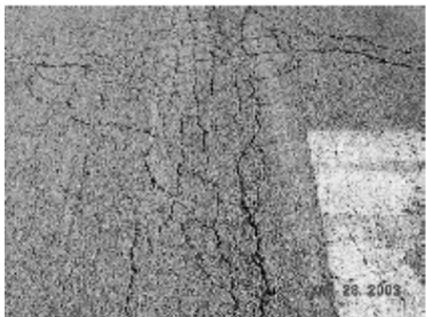
See story, p2.  
 All photos were taken on January 20th, 2003.



Cle Elum Municipal Airport Runway Condition: Failed



Quincy Municipal Airport Taxiway Condition: Failed



Quincy Municipal Airport Runway Condition: Failed

**WPA Awards**

**Continued from page 1**

resulted in an increase in pilot knowledge of safe flying in our state.

**Molly Peebles** - the Harold Wilson Memorial Award. Molly is presented this for her vision and long hours spent in starting, organizing, an overseeing the Flight Across America. This event touched more aviation associations and the non-flying public than anything in recent history. It helped to show everyone what general aviation really is and that it is not a threat to our security.

**Kirk Kleinholz** - the Pilot of the Year Award. Kirk is from our Paine Field Chapter. Kirk also worked long hours supporting the Flight Across America. He organized the flag bearers from all 50 states and the US Territories. Kirk was the one who carried the Washington State flag from our state to New York City and participated in the final ceremonies aboard the USS Intrepid on the Hudson River.



**Buzz**

**Continued from page 7**

the throttle full forward and I couldn't wait to get on the step.



Paul Dickerson, CFI, DFC can be reached at [pjd@arias.net](mailto:pjd@arias.net). He resides in Spokane Wa. In the summers he and his wife lead groups of ten airplanes on tours of Alaska for [letsflyalaska.com](http://letsflyalaska.com). He also ferries airplanes in the lower 48.



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**Calendar of Events**

See Inside Back Cover

**Deadline for the next Wings:**

**THURSDAY March 27<sup>th</sup>**

Submission information - see p2.