



WASHINGTON PILOTS ASSOCIATION

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Inside WPA Wings

- Page 2
‘Tis the Time Before
Renewal
Help the EAA
Nesko on WASAR
Wisdom of the er.. Skies
- Page 3
I learned this from That...
An ice encounter
- Page 4
Don't overpay WA Use Tax
Mountain Wave
- Page 5
TFRs
Gourmet on Oregon Coast
- Page 6
Chapters - Paine Field, Yakima
Valley, Harvey Field, Okanogan
- Page 7
Follow the Money...
Rep. Rick Larsen / Rumsfeld
- Page 8
Calendar of Events
Classified

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Extremely Important for Pilots to provide their opinions

Al Banholzer, Immediate Past President, WPA

Please read the following carefully and thoroughly. Keep in mind the recent tax increase foisted on the WA GA community. Any nefarious implications you may infer are probably correct. Act accordingly. - Ed.

The Aviation Division has held three study groups that reviewed the programs administered by it and these groups offered suggestions on changes to these programs. The study groups looked at Search and Rescue, Education, and an Aviation System Plan. The Aviation Division is now asking pilots to review the draft reports from these study groups and provide opinions or comments on them. It is extremely important that every pilot provide opinions on the recommendations in the studies as these reports will next go to Olympia and we may see some major changes resulting from them.

You can read and download each Study Team Report by going to the Aviation Division Website at www.wsdot.wa.gov/aviation and in the center of the page in the yellow section, find and click on "WSDOT Aviation is seeking comment on Study Team program recommendations by December 19". Then at the bottom of that web page you can click on each of the draft reports.

In the Search And Rescue (SAR) Report

Please take a hard look at the SAR Report, but zero in on page 7 under, "Examine management and funding alternatives". The first item suggests elimination of the Dedicated SAR Account. At the present time, \$8.00 of the pilot and mechanic registration fees goes into a Dedicated SAR Account and can only be used for SAR, pilot safety, and pilot education. If all of

Continued on page 4

2003 WPA Toys for Tots Campaign on Final Approach

Michelle Condliff
Greater Seattle Chapter

For the eleventh year in a row, several chapters of the WPA are coming together to support the Marine Corps' Toys for Tots program while promoting aviation. In late November, WPA members placed collection barrels at businesses located on airports throughout the Puget Sound. Over the next few weeks, pilots and airport patrons are asked to donate a new, unwrapped toy.

On Saturday, December 20th, pilots from the Green River, Paine, Harvey, and Seattle chapters will gather at Galvin Flying Service. They will be joined by several young men and women from the



Marine Corps Reserve. Each pilot and an accompanying Marine will fly out to the area airports to pick up the donated toys left in the collection barrels. Meanwhile, other WPA members will stay behind in the Galvin hangar to await the returning planes and help unload the toys. Every year, this has been a fun and festive event with lots of holiday treats, hot chocolate and coffee, and good company.

Through its Toys for Tots program, the Marines have been collecting and distributing toys to needy children nationwide for over 50 years. The objective of the program is to "bring the joy of Christmas to Amer-

Continued on page 5

FROM H President's Message

H Allen Smith

I am writing this on Thanksgiving Day... who was it said "if it wasn't for the last minute, nothing would ever get done!" My very best wishes that you and yours have a wonderful holiday season and a Merry Christmas! There are two items that are front and center...

I sit on the Washington State, Department of Transportation Aviation Advisory Committee. From the Aviation Division: "The Committee under the leadership of Director John Sibold, was formed as a means to improve customer service and involvement. Comprised of state aviation leaders, the purpose of the Alliance is to solicit input on important issues facing aviation in Washington State."

The Committee is helping create the Aviation Business Plan and the Strategic Business Plan that will be used to develop budget priorities and financing strategies for future biennia."

The Committee's work is divided into three "Study Team" categories... Education, Search and Rescue, and System (Airports) Plan. We meet quarterly... our most recent meeting was November 12th.

The Study Team recommendations will be used to provide input for the Aviation Division's 2004-2005 business plan, the long-range strategic plan, and the work program for the Washington State Legislative Transportation Committee. You certainly are invited to contribute if you have not already done so. Just go to the AD's web site at www.wsdot.wa.gov/aviation. Under "Aviation News"... click on "WSDOT Aviation is seeking comment on Study Team programs by December 19th."

Temporary Flight Restrictions... the WPA is fighting this battle in the fullest sense. **U.S. Representatives Jennifer Dunn and Rick Larsen deserve our support**

as we have their's regarding this issue. Printed here is the Washington Pilots Association's 3 point position statement. I use this along with Al King's letter with everyone I speak to. Please keep those phone calls and letters going out. Have you talked to anyone re. TFR's this week? No-

Continued on page 3

Washington Pilots Assoc.
PMB 397, 227 Bellevue Way NE
Bellevue, WA 98004-9721
Address Service Requested

'TIS THE TIME BEFORE RENEWAL!

Patty Wood,
WPA Records Administrator

'Twas the month before Christmas, when all through the state pilots got ready to avoid being late;

The planes were all hangared, and tied down with care.

In hopes renewal forms would soon arrive there.

The treasurers all think while nestled in bed,

"Do I have the directions straight in my head?"

While 977 anxious members await

Praying their renewal forms won't be late.

When out of the board meeting arose a wee clatter.

The members there asked "Is something the matter?"

"Not at all!" exclaims Patty quick to proclaim,



"I would like to make renewals an easier game."

"Can something be done to speed up the system?"

I have some ideas, may please I list them?

With renewals sent directly to members

The forms can arrive by early December."

"Another idea to decrease the time

Is simply have members renew online.

Easily done, quite simple and quick

I think the members might like this new trick."

"Now Richard! Now All

Now Nancy and Mike!

Now Sandy! Now Jean! and Julie at Swift Flight.

Now Damian! Now Judy! Now Arthur and Rick!

Lola too, hear me out I'll be quick."

"First I must Thank you for all your hard work

You serve us all well with very few perks.

Chapter Treasurer you know may be a thankless position,

But now I have an exciting proposition!"

"I will mail the members their renewals myself

Just think of me as your little Christmas elf.

From that point on we return to our old game,

Chapter treasurers receiving checks, in the past 'twas the same."

Ah, their eyes how they twinkled, they all were so merry

Saving them postage and time makes them quite cheery.

So with checkbook in hand and a teeny smirk

Our gallant treasurers all return to work.

"Now what can I do?" the Members all ask?

My reply is this "Just a few simple tasks.

First and most of all, you must simply renew

It is that time of the season when monies are due."

"Please don't let your WINGS issues expire,

That would be worse than getting a flat tire!

So keep your eyes peeled morning, night, and noon,

You renewal form will arrive directly and soon."

"Next, please consider online renewal

Computer efficiency in this age is really quite cool.

Then comes my biggest request of all for the year

Please, please consider how you can volunteer."

"We need officers in chapters and at the state,

Our time is running out it is getting quite late.

Also finding new members to join is quite fine,

Power in numbers is always divine!"

Continued on page 3

Help the EAA Help Eliminate TFRs

The EAA needs information To Eliminate TFRs

The EAA is asking for help from the Washington aviation community in gathering information on what the TFRs in the Puget Sound have caused in the way of financial hardships, flying safety problems, loss of usable airspace, and anything else that the TFRs have cost general aviation. In order to gather this information about the TFRs, the EAA has established an online survey that every pilot should take as the data will be used by the EAA to push for the elimination of the Puget Sound TFRs. You can take the survey at www.eaa.org/survey/WashingtonTFR.htm

Help get the word out about this and make sure your friends, local FBOs, and other aviation businesses know about his survey -and take it. The EAA needs all of the ammunition it can get for this fight

Nesko on WASAR

Tom Nesko, Director WASAR

As we come to the close of another year, perhaps its time to review some basic information regarding WASAR.

CURRENT ASSETS

As of November 17, 2003

Total SAR Trained Personnel	299
Mission Pilots	85
Observers	291
Ground ELT-DF Personnel	66
Amateur Radio Operators	55
Mission Management Personnel	76
Portable A/C Radios	122
Fixed Wing Aircraft	111
Helicopters	2

The above information was developed by Chris MacSpadden who recently completed a mail-in survey of personnel and assets available to WASAR. This is the first up-to-date review of this kind in several years. As we go forward into 2004, WASAR will be utilizing this information to call upon volunteers to participate in practice search exercises/events currently under development. All personnel on this updated roster will be receiving additional information by mail as we implement this new direction by the WASAR Board and the Aviation Division. We look forward to your participation.

The Board and the Aviation Division are currently developing a system by which SAR volunteers are used in a more efficient and beneficial manner. This will include a better call out system for WASAR in the event of a full blown search.

Watch for additional information on this as it is developed. Chris and Mac have done an incredible job of updating, analyzing and suggesting the methodology to accomplish this strategy. Heartfelt thanks go out to both.

Tom Peterson, SAR Coordinator provided the following statistics for this issue:

	E	O	A
August	24	4	4
September	10	1	5
October	11	2	4

E=ELT

O=Overdue Aircraft

A=Accidents

Reminder one more time, check and ensure that our ELT is not transmitting after landing by simply checking 121.5 before shutting down. To avoid being listed as overdue, close out those flight plans upon arrival. Your cooperation is appreciated.

The Aviation Division has held three study groups that reviewed programs it administers, one of which includes Search and Rescue and its future. See an accompanying article in this issue requesting your participation. It is extremely important that we get pilot input and response to the Study Group recommendations as all three have an impact on the aviation community in Washington State.

I always appreciate any comments/questions about search and rescue and can be reached at tom.nesko@juno.com, at my home phone 425-821-2780, or cell phone 425-681-4316. Fly Safely and Happy Holidays.

Wisdom of the er.. Skies

Contributed by Jim Otey
WPA Member Emeritus

The only three things a wingman should ever say are:

1. Two's up.
2. Lead, you're on fire.
3. I'll take the fat chick.

...and in a multi-place aircraft, there are only three things the copilot should ever say:

1. Nice landing, Sir.
2. I'll buy the first round.
3. I'll take the fat chick.

As a new copilot on American Airlines, I was told to say these three things, and otherwise keep my mouth shut and not touch anything:

1. Clear on the right.
2. Outer (marker) on the double (indicator)
3. I'll eat the chicken. (Crew meals consisted of one steak and

one chicken to avoid possible food poisoning of the cockpit crew).

About Fighter Pilots

1. As an aviator in flight you can do anything you want... As long as it's right... And we'll let you know if it's right after you get down.

2. You can't fly forever without getting killed.

3. As a fighter pilot only two bad things can happen to you and one of them will:

a. One day you will walk out to the aircraft knowing that it is your last flight in a fighter.

b. One day you will walk out to the airplane not knowing that it is your last flight in a fighter.

4. Success is being able to walk to your F.E.B.

Continued on page 5

WPA WINGS

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WPA WINGS is the bimonthly newspaper of the Washington Pilots Association (WPA), which represents the pilots of Washington State. Letters are welcome. Letters must be signed by the author and a contact phone number provided. Address letters to WPA, 227 Bellevue Way N.E. PMB 397, Bellevue, WA 98004. The WPA reserves the right to edit all letters and to refuse inappropriate advertising. Opinions and claims expressed in letters to the editor and advertisements reflect the opinions and claims of the writer and not necessarily those of the WPA.

www.wpaflys.org

I Learned This From That Or... Experience is the Best Schoolmaster

Chip La Plante
President, Bellingham Chapter

There is only one word to describe structural icing on an aircraft. Avoid it!

I departed the airport in a cabin class piston twin after receiving a full weather briefing from the Flight Service Station on the field where I was based. This was back before they consolidated them into what is now known as the Automated Flight Service Station.

For this flight, I had filed an instrument flight plan for 23,000 feet and received that as a final altitude for this 532 NM flight from BLI to Burley Idaho RNAV direct. I climbed through a thin layer of clouds and was on top at 8,000 feet. The weather briefing didn't forecast any tops above this altitude along my route.

It was a typical flight that I had made many times before. Climbing through 19,000 feet is when trouble started. It was beginning to get chilly

FROM H

Continued from page 1

tice Point #1 in our position paper... "No Clarity of Purpose!" DID YOU KNOW... let's say you are a terrorist named "Big Al". You want to do harm to the President's plane. But oh my... this is not possible because of the Presidential TFR in place. Right? Not at all! Here is what Big Al could do... Place a call to the local FSS and tell them he wanted to fly in the TFR. Big Al would be assigned a transponder code. By displaying the code he would be perfectly legal to penetrate the TFR. Meanwhile 10 pilots will lose their license for 30 days due to TFR encroachment when President Bush visited Seattle last August. Go figure!!

Well, winter is here and most of us will not be looking down on the earthlings from 2000 feet as much as we want to. The good news is that with the holidays and of course Super Bowl Sunday there is not as much time to fly. However this is a great time to go up and get some dual. My flight instructor is Peter Swift at Harvey Field. We are working on my flying my plane from the right seat. I firmly believe this is the most difficult maneuver I have attempted. A real challenge... try it sometime! Also Peter has totally converted me from slipping the plane to crabbing into a cross wind landing. So take advantage of marginal VFR and go work on some of those flying skills that could use a little polish.

The Washington Pilots Association Executive Committee met on November 15th. Thank you to the following for taking their personal time to attend and contribute: Al Banholzer, Arthur Berkell, Chris and Michelle Condliff, David Almvig, David Herman, H. Smith, Jack McGoldrick, Jerry Blanchard, Jim Gannett, Joe Bryant, Patty Wood, Tisha Bartley, Tom Nesko.

Best, and blue (light gray) skies... 

inside the cabin. That's when I discovered that the cabin heater had failed. I checked everything I could to get it working again, including the owner's manual. It was out for the duration.

I leveled off at my assigned altitude and noted that the cabin pressurization was maintaining the temperature inside at 45 degrees F. Both of my passengers started complaining of cold.

I knew we wouldn't freeze, but it would be a cold trip so I gave them a choice of either returning to BLI or bundling up with the coats and blankets. Their meeting was important to them so they chose to continue.

The outside air temperature was a chilly minus 20 degrees Celsius. The windows began to frost over on the inside. I couldn't see out, but it really didn't matter as I was entering instrument meteorological conditions anyway. Also, I was on an instrument flight plan in positively controlled airspace above 18,000 feet, (Class A airspace), and in radar contact with Air Traffic Control. They provide positive radar separation between aircraft.

The little man in the dash, the autopilot, was flying the aircraft flawlessly. It was tracking the heading bug and altitude hold was set. The yaw damper was engaged and doing fine. Everything was normal except for the heater.

An hour and a half into the flight, I switched the fuel selectors from the main tanks to the auxiliary tanks. After 45 minutes of flying time at normal cruise on these tanks I would have to switch back to the mains for the remainder of the flight.

As I entered instrument conditions the air was smooth. Good sign that there would be little or no ice building up on the wings.

The textbooks say that when it's colder than minus 15 Celsius, icing is nil except in super cooled water that you could find in convective unstable activity.

Then I ran into some turbulence. Not a good sign. Icing is associated with turbulence. I took out my trusty credit card and scraped the frost off of my side window and looked out. Sure enough, there was about an inch of ice on the leading edge of the wing.

This aircraft is certified for known ice and I activated the pneumatic boot system. The de-ice boots on the leading edge of the wing swelled and cracked the ice off. It looked like a row of firecrackers going off along the leading edge. Little remnants remained.

In the time it took for the system to cycle, my window to frosted up again. I scraped it back down to find another inch built up on the leading edge. I cycled the boot system again. This icing was the most severe I had ever encountered! Scrape the window, cycle the boots, scrape the window, cycle the boots. All the while we were getting tossed by the turbulence.

I was losing airspeed. I was 15 knots slower. I couldn't figure it out because I was shedding ice. I reasoned that there was probably enough ice

on areas of the aircraft that had no de-icing capabilities to cause this.

Then the right engine quit. I immediately assumed induction icing. I pulled on the alternate induction air and got no positive response so I decided to divert to the nearest airport that was about 28 nautical miles right off my right wing tip. About 45 degrees into the 90-degree turn my left engine quit. What a slap in the face! There are only two things that can cause both engines to fail in a light twin. I'd either run out of fuel or I had contaminated fuel. The structural icing, turbulence and cold had distracted me to the point that I'd forgotten to switch back to the main tanks. I'd run the auxiliary tanks dry. I switched the fuel valves back to the main tanks and both engines roared back to life. I took care of that problem and decided to continue on to my final destination.

One of my passengers came up to sit in the right seat to keep me company. He took out his credit card and scraped the frost off his side window. To my amazement, the right outboard de-ice boot had failed at some point during the flight. I knew this because I'd checked the operation of the boot system before takeoff. What seemed like a foot of ice clung to the leading edge of the wing. Then I noticed a chunk of ice the size of a basketball on the tip tank. Stunned, I immediately turned my gaze to the tip tank on my side and there was another basketball-sized chunk of ice that I hadn't seen.

I knew that I could not stay in these conditions much longer without serious consequences. As I was contemplating my options, I broke out into the clear blue skies. What a relief that was. No more ice accumulation. It would start to sublimate now. I had about 40 minutes to go.

The aircraft was still flying just fine with about a 20-knot loss of airspeed. The Yaw damper being on was the reason I didn't get any yawing tendency from the overloaded right side. On descent, I picked up a little airspeed and once I'd reached the freezing level the ice started melting off. I was back to flying an ice-free aircraft again.

If you are flying an aircraft with de-icing boots that worked on the ground just before takeoff, it doesn't mean that they will continue to work in flight and by all means, if you can, look to see that each boot is operating. Confirm visually.

I landed without incident at my destination. I felt like I had just worked a strenuous 10-hour day in a very busy office. I was only in the air for 3 hours. Wow! 

'TIS THE TIME

Continued from page 2

So she spoke no more words,
but went straight to work,

Licking and stamping, then
turned with a jerk,

"Wait, if you have questions,
please give me a ring,

My number and email may be
found in WINGS."

So with anticipation of a fun
year to come

She jumped in a plane ready for
fun.

And so she exclaimed as she flew
out of sight

"Happy Renewal to all, and to
all a good-night!"

(Many apologies to Clement Moore)



Continued from page 1

ica's needy children." In this manner, their goal is "to deliver a message of hope which will build self-esteem and, in turn, motivate needy children to grow into responsible, productive, patriotic citizens and community leaders."

(More information is available at www.toysfortots.org.)

The WPA first got involved with the Toys for Tots program in 1992, when a couple of members of the Green River Chapter shared an interest in getting the group involved in community service during the holidays. They realized that they could be more effective by working with and established organization. They also realized that they could use airplanes to greatly widen the Toys for Tots collection area. And so the first collection armada flew from Melhoff's Waco Aircraft Hangar in Renton.

Since that time the program has expanded to include four WPA chapters and at least a half a dozen airports. In addition, several WPA chapters include a toy drive as a part of their Christmas party. The Green River chapter has been hosting a "Christmas in July" party for the last three years, which requires a donation of a toy for admission to a hearty pancake breakfast. The result of all of these generous activities has been a Marine van overflowing with toys each year.

We invite any interested local pilots to participate in this program in several ways:

§ **Bring** a new unwrapped toy with you on your next trip to your local airport

§ **Volunteer** to fly with a Marine to collect toys on December 20

§ **Join us** for the holiday hangar collection party at Galvin Flying Service in the hangar, adjacent to the Executive Terminal on Saturday December 20th at 1pm

Collection barrels are at the following locations:

§ **Boeing Field:** Aeroflight, Wings Aloft, Galvin Flying Service and Galvin Flight Training, Aviation Training Center, The Aviator's Store, Clay Lacy Aviation, Classic Helicopters

§ **Renton Airport:** Boeing Employees Flying Association and ProFlight

§ **Auburn:** Auburn Flight Service and the airport office

§ **Paine Field:** Various FBOs

§ **Harvey:** in the FBO office

§ **Crest Airpark:** in the FBO office.

Contact Michelle Condliff at (425) 392-8604 or Nancy Jensen at 1-800-WPAFLYS for more information. 

Your Ad HERE!

Call

1 800 972-3597

Extremely Important

Continued from page 1

these funds are not used in any year for SAR, then the unused funds go into a reserve fund that can be used in years when SAR requirements run higher than funds collected in that year. This insures there will always be enough funds to conduct successful, comprehensive, SAR missions and required SAR currency training. If these SAR funds, in the future, are put into the general Aeronautics Account there is no guarantee that sufficient funds would be available for SAR missions or training. The Dedicated SAR Account was specifically created just to prevent this situation from happening. Any change in the use of these yearly Registration Fees would be a serious break in trust with pilots, as they look at these fees insure sufficient funding if they ever required SAR to look for them.

Also take a look at the fourth item suggesting expanding and using SAR funds for Security. The SAR Study Team, the Aviation Advisory Committee, and several experienced members working in search and rescue, have all stated very strongly that SAR and Security are two different things. All parties believe security is important, but not as a part of SAR activities or using SAR funding.

In the Education Report

As you will read within this report there are comments asking if the present pilot education provided by the Aviation Division should continue or maybe attendees should now pay for such education. This could include the Mountain Flying, the CFII and Mechanic Clinics, and support for the yearly Puyallup Trade Show. The report asks the question of what pilots want in the way of education.

Send in your opinions

Email your opinions and comments to John Sibold at: siboldj@wsdot.wa.gov

Let him know you read the reports and what you think about the recommendations in them. Let him know if you want the state to maintain a Dedicated SAR Account, if you want SAR funds used for security, if you want to continue with the education opportunities offered today, would you pay for education training, and what other pilot educational efforts would you like. Make sure to offer any other comments or opinions you form while reading these three studies.

Whatever you do, send in something, as it is very important for Washington Pilots to be very vocal at this time as to what they want from the Aviation Division. You must send in your opinions before December 19th.

We also need to let Olympia know what we want, so send copies of your email to John Sibold, to the following and also to your local State Senator and Representatives. **Give your name AND YOUR ADDRESS in your emails.**

Aubrey Davis - Chair of State Transportation Commission
transc@wsdot.wa.gov

Sen Jim Horn - Chair of Senate Transportation Committee
horn_ji@leg.wa.gov

Rep Ed Murray - Chair of House Transportation Committee
murray_ed@leg.wa.gov

If you cannot email Sibold, call him at 1-800-552-0666 and tell him your concerns and what you want to see from the Aviation Division. Don't leave a message, talk with John, have him return your call if he is out, or call again when he would be in.

Mountain Wave

Chris Tolman
Central Washington University

Chris is a 21-year-old senior at CWU; holds a private pilots license and is instrument rated, currently working on his commercial license. - Ed.

The ASOS pronounced "wind variable at 3, sky clear, visibility 10, temperature 6, dew point 1, Altimeter 29.98." A great VFR day to practice simulated instrument flying. With the sky so clear and winds so calm, I thought that there was no reason to call the Flight Service Station and get a standard briefing. Turning south toward Yakima, the Cascade Mountains to the west they looked beautiful against the blue sky. I attached my hood and started scanning my instruments. After about ten minutes at 6,500 feet, I noticed that the vertical speed indicator showed a five hundred foot-per-minute decent, while the attitude indicator showed a climb. I checked the altimeter and it verified that the aircraft was descending. Looking again at the VSI, it showed a 2,000 foot per minute decent. I checked all of the gauges and they were all in the green. I removed the hood and looked outside and we were flying nearly sideways.

Mountain waves occur when a stable air stream impacts a mountain range of at least 20 knots and can reach altitudes of more than 60,000 feet. When the air stream hits the ridge line, the air gets displaced vertically. After the air passes the mountain top, the air wants to go back to the altitude that it was displaced from. When the air descends, it will go below its equilibrium then back up and down in a wave oscillation.

Even though the air in the mountain wave cannot be seen, there are clouds that form to give you an indication that a mountain wave could be present. Cap clouds form at the top of the mountain where the mountain wave begins. The roll cloud is the most turbulent cloud and is found on the leeward side of the mountain where the air is rotating. Rolls clouds look like puffy cumuliform clouds. Altocumulus standing lenticular (ACSL) or higher cirrocumulus lenticular clouds (CCLS) are smooth, lens shaped clouds that look pilot friendly but are very turbulent. As altitude increases, the mountain wave flattens out and the up and down drafts are not as severe.

Pilot reports are the main way to determine if mountain waves are present. Some automated stations give information on mountain waves, but unmanned machines give no informa-

Don't Overpay Washington Use Tax

Al Banholzer
Green River Chapter

With stepped up enforcement by the Aviation Division (AD) in efforts to register all aircraft living in the state, questions concerning the Washington Use Tax has come up several times when pilots wanted to register their aircrafts with the AD. In order to register an aircraft with the AD, the owner must be able to show that either a Sales Tax or a Use Tax has been paid on the aircraft. If a Sales Tax was not paid, then a Use Tax must be paid and problems have come up when the owner attempted to pay the Use Tax to the Department of Revenue. Maybe a good definition of Use Tax is in order at this point. A Use Tax is a tax on any item or service that you would pay a Sales Tax on if purchased at a retail store in Washington, but for some reason you did not pay the Sales Tax. Think of the Use Tax as a Sales Tax, having the same tax rates, but paid after the sale when Sales Tax is not paid. Use Tax is paid directly to the State Department of Revenue and not to the Aviation Division.

The amount of Use Tax charged on an item is based, by state law, on "Value of the Article Used" (RCW 82.12.010). This is just another way of saying fair market value of the item. The problem owners have encountered is providing documentation showing fair market value. If the sale of an airworthy aircraft is at a fair market value, then a bill of sale stating the sale price should be all that is needed in order to pay a Use Tax. If the aircraft was purchased in a damaged or basket case condition, determining a fair market value can be a little harder. Take pictures of the damaged aircraft with you, estimates of the repair cost, an appraisers estimate, or any other thing that will help you show the condition of the aircraft when you go to pay the Use Tax. Just because you have a 1976 C-172 that has major damage doesn't mean you have to pay the blue book value of a 1976 C-172 that is in airworthy condition. There might be some negotiation with the person at the Revenue Office, but a fair market value has to be established. If you cannot come to an agreeable value, ask to talk with a supervisor, as not all employees are that familiar with aircraft valuation. If you still have a problem, contact Diane Kelley in the Revenue Office in Olympia at 360-725-7329. She is very familiar with Use Tax pertaining to aircraft and has graciously agreed to help or answer any questions. If the aircraft was purchased in another state and sales tax was paid

in that state, you can receive credit for any tax paid. The fair market value of an aircraft is determined at the time the Excise Tax is paid on it. If an aircraft was purchased several years ago and not registered, the fair market value when the Excise Tax is paid may be more or less than what was paid for it years ago. This is why any Excise Tax should be paid as soon as possible. In the worst case, if the Revenue Department finds out you have a non-registered aircraft and sends a formal letter notifying that Excise Tax is due, the amount will include the Excise Tax due, interest from the time it should have been paid, and a very hefty penalty. (This is not the way to pay Excise Tax!)

Another problem that comes up is on the value of kit aircraft. A Use Tax should be paid on the amount paid for the kit and for any items, services, or supplies used to put the aircraft in airworthy condition that were purchased without paying a Sales Tax. The state does charge a tax on your labor. The same is true for a scratch built aircraft; you pay a Sales Tax or Use Tax only on supplies or services. As a builder, you must therefore keep good records of what you purchased and what items you paid a Sale Tax on. You will need to show these records when you pay the Use Tax on your completed aircraft.

A Sales Tax or Use Tax is a one-time tax payment. The other tax you have to pay on an aircraft is a yearly Excise Tax. This Tax is paid at the first of each year to the Aviation Division and varies with the type of aircraft (currently the Excise Tax on a single engine aircraft is \$58.00 per year). However, Excise Tax is only paid on airworthy aircraft flown within in the State. If you have a registered non-airworthy aircraft, notify the AD with this information and you do not have to pay an Excise Tax on it as long as the aircraft is non-airworthy or is not flow within the State. As pilots and aircraft owners, it is in our best interests to register as pilots and our aircraft with the AD as the fees and taxes collected help maintain the airfields we use in Washington. The AD now offers the convenience of paying pilot or mechanic Registration Fees and aircraft Excise Tax online by going to its website at www.wsdot.wa.gov/aviation and clicking on "Register Online Here". You can also submit an aircraft exemption form using this site if you have a non-airworthy aircraft and thus insure that you will not have to pay an Excise Tax.

tion. Satellites can show the clouds that are present and if they are in a mountain wave formation. When the winds aloft are strong at a high altitude and the surface winds are calm, conditions are ideal for mountain waves.

If you impact a mountain wave, turn perpendicular to the wave. If you are descending in the downdraft, climb at Vy to get the most altitude over the minimum

amount of time. If you are stuck in the updraft part of the wave pull the power back and push the nose down. It may take many minutes to get out of the wave. The mountain wave may be strong enough to blow you off course, and if the wave is big enough, it may even blow you backwards if you are heading directly into it. The strength of the mountain wave changes at different altitudes. A few

Continued on page 5 >>



Temporary Flight Restrictions

H Smith, President

The Washington Pilots Association is strongly against the continued use of the TFR's that have been in place in our state for over two years.

1) *No Clarity of Purpose.* They provide for zero additional security because the "protected" facility and crew could not possibly react in time to stop a terrorist flying in his Cessna.

2) *Pilot Load / Fight Safety.* A term used to describe how busy the pilot is, including navigation. Most General Aviation flights involve only one pilot.

While flying in the Puget Sound area the pilot stays quite busy avoiding the high volume of other aircraft... permanent airspace restrictions... military airspace restrictions... etc. TFR's add to the Pilot Load and as a result needlessly impacts on the safety of the flight.

3) *Loss of Freedom.* Something Americans fought hard for and hold dear. Pilots understand and support the concept of TFR's when applied with sound reasoning.

Following is an email letter from Al King which is representative of the hundreds received by the Washington Pilots Association:

Sent: Wednesday, October 08, 2003 10:07 PM

To: Jennifer Dunn

Subject: "Temporary" Flight Restrictions (TFR's)

RepresentativeDunn, You may well ask, what is a TFR? Likely you already know. In any event, in the wake of 9-11, the FAA, in cooperation with the DOD and who knows, created "Temporary Flight Restrictions" around several of our military installations in the Puget Sound, as well as other places around the country for "national security". Somehow, general aviation aircraft became a huge terrorist risk, even though they have never been used in any such fashion to date. I'm sure you're aware, GA aircraft are NOT high speed, armored, and armed, fighter aircraft! And the amount of fuel they typically carry is about the same as each of the thousands of delivery trucks in downtown Seattle each day, not the

thousand feet may make the difference between controlling the airplane and being out of control.

In my encounter with a mountain wave, my plane dropped over 3,000 feet. We recovered 300 feet above the ground and below the crest of the hill that we were over when we entered the wave. My instructor and I climbed to 8,500 feet and turned back to our departure airport, where we did not see or feel any reminiscence of the mountain wave that we encountered just 1,500 feet below us.

Along with checking with FSS to see if the weather will cooperate for a safe flight IFR or VFR, I always check to see if there are any conditions for mountain waves to exist. ←

thousands of gallons in today's commercial airliners!! Frankly, as a commercial pilot, flight instructor, and one who uses light aircraft a lot in the conduct of my every day business, as well as for search & rescue and pleasure flights, I truly fail to see the light on this issue. I strongly support actions that will clearly help prevent any credible threat. It's just that no-one has shown any credible threat in this regard. Remember the light aircraft that crashed into a building in Florida not long after 9-11? If you don't, have your staff pull up the news photos. The damage to the building was repaired in a few hours. While the aircraft was crumpled and the pilot killed, all it really did to the building was take out a window. That should put the "threat to national security" in some kind of focus! The FAA has used TFR's for as long as I can remember temporarily restrict airspace in such instances as forest fires. With that type of situation, once the area is cleared from conflicting problems, the restriction ended, thus the tag "temporary". Those TFR's have been generally well understood and respected because there was a clear purpose in them. Any clarity of purpose that may have existed in the 9-11 aftermath TFR's has long since disappeared in reality. And temporary is hardly a word I would use to describe a "shoot down" flight restriction that has been in place for more than two years, with no sign of a change. Let's talk about the "shoot down" part for a moment. Can you imagine a **shoot to kill** order for "any delivery van that comes within 6 city blocks of the Federal Building in Seattle"? That's what these TFR's amount to, except they're measured in miles across. They have effectively created a major set of road blocks across the Puget Sound for all north-south traffic, whether it's simply one of my common trips from Olympia to Paine Field in Everett, or the thousands of trips made through the year between Seattle and points south to our beautiful Island counties. Worse, the Puget Sound TFR's have created a serious safety hazard for aviation traffic traveling in this corridor. It forces aircraft to either add to the SeaTac congestion by filing and flying IFR if there is questionable weather of any kind; or, for those who are not qualified or are not flying IFR equipped aircraft, to run along the edges of the mountains where the weather often creates hazardous conditions, or along the congested areas over Seattle and the eastside, where potential aircraft conflicts multiply quickly. I can assure you there is a far higher threat to those in an aircraft when looking at flying aluminum from 50 feet at 120 miles per hour than to a nuclear sub at Bangor! I'm afraid I could go on and on over this issue. Let me conclude by simply asking for your help to end these intrusive and dangerous to air traffic "temporary" flight restrictions. Thank you for your attention.

Sincerely, Al King,
Commercial Pilot, Certified Flight Instructor. Olympia, Washington ←

Wisdom

Continued from page 2

5. There are Rules and there are Laws. The rules are made by men who think that they know better how to fly your airplane than you. The Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

6. More about Rules:

a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.

b. If you deviate from a rule, it must be a flawless performance. (e.g., If you fly under a bridge, don't hit the bridge.)

7. The fighter pilot is the highest form of life on earth.

8. The ideal fighter pilot is the perfect blend of discipline and aggressiveness.

9. About check rides:

a. The only real objective of a check ride is to complete it and get the bastard out of your airplane.

b. It has never occurred to any flight examiner that the examinee couldn't care less what the examiner's opinion of his flying ability really is.

10. The medical profession is the natural enemy of the aviation profession.

11. The job of the Wing Commander is to worry incessantly that his career depends solely on the abilities of his aviators to fly their airplanes without mishap and that their only minuscule contribution to the effort is to bet their lives on it.

12. Ever notice that the only experts who decree that the age of the pilot is over are people who have never flown anything? Also, in spite of the intensity of their feelings that the pilot's day is over I know of no such expert who has volunteered to be a passenger in a non-piloted aircraft.

13. It is absolutely imperative that the fighter pilot be unpredictable. Rebelliousness is very predictable. In the end, conforming almost all the time is the best way to be unpredictable.

14. He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.

15. If you're gonna fly low, do not fly slow!

16. It is solely the pilot's responsibility to never let any other thing touch his aircraft.

17. If you can learn how to fly as a Lt. and not forget how to fly by the time you're a Lt. Col you will have lived a happy life.

18. About night flying:

a. Remember that the airplane doesn't know that it's dark.

b. On a clear, moonless night, never fly between the tanker's lights.

c. There are certain aircraft sounds that can only be heard at night.

d. If you're going to night fly, it might as well be in the weather so you can double count your exposure to both hazards.

e. Night formation is really an endless series of near misses in equilibrium with each other.

f. You would have to pay a lot of money at a lot of amusement parks and perhaps add a few drugs, to get the same blend of psychedelic sensations as a single engine night weather flight on the wing.

19. One of the most important skills that a pilot must develop is the skill to ignore those things that were designed by non-pilots to get the pilot's attention.

20. At the end of the day, the controllers, ops supervisors, maintenance guys, weather guessers, and birds; they're all trying to kill you and your job is to not let them!

21. The concept of "controlling" airspace with radar is just a form of FAA sarcasm directed at fighter pilots to see if they're gullible enough to swallow it. Or to put it another way, when's the last time the FAA ever shot anyone down?

22. Remember that the radio is only an electronic suggestion box for the pilot. Sometimes the only way to clear up a problem is to turn it off.

23. It is a tacit, yet profound admission of the pre-eminence of flying in the hierarchy of the human spirit, that those who seek to control aviators via threats always threaten to take one's wings and not one's life.

24. Remember when flying low and inverted that the rudder still works the same old way but hopefully your IP never taught you "pull stick back, plane go up".

25. Mastering the prohibited maneuvers in the dash-1 is one of the best forms of aviation life insurance you can get.

26. A tactic done twice is a procedure. (Refer to unpredictability discussion above)

27. The aircraft G-limits are only there in case there is another flight by that particular airplane. If subsequent flights do not appear likely, there are no G-limits.

28. One of the beautiful things about a single piloted aircraft is the quality of the social experience.

29. If a mother has the slightest suspicion that her infant might grow up to be a pilot, she had better teach him to put things back where he got them.

30. The ultimate responsibility of the pilot is to fulfill the dreams of the countless millions of earthbound ancestors who could only stare skyward and wish.

31. Any flight over water in a single engine fighter will absolutely guarantee abnormal engine noises and vibrations.

Great Food on the Oregon Coast

Dennis and Bonita Toepke

While vacationing on the Oregon Coast in May, my wife and I discovered a fun and fabulous world-class restaurant in the small town of Nehalem. The Nehalem Dock Restaurant, 503-368-5557, located on the Nehalem River, is owned by Katherine Inouye, whose husband, a world-renowned surfer and skateboarder, is chef. Together they present some of the finest cuisine to be found on this planet.

Our favorite item on the menu (which is anything but standard) is Wild

Salmon marinated in mango chutney. The clam chowder is superb. While not extensive, the wine list is quality. Prices are moderate and portions just right. Katherine extends the courtesy of her van pick up and return to any pilots and guests who fly into the Nehalem Bay State Airport 3S7. The airport is fairly short (2300') and the wind can be squirrely, so sharpen up your short field and crosswind techniques before you make the trip. There is no phone on the field; however, I got cell phone reception there. Be sure to call ahead for the best time. ←

CHAPTER REPORTS

Presented in the order that best fits the layout space available.

PAINE FIELD

John F. Dobston, President

For the past nine months the Paine Field Chapter has spent a great deal of time analyzing the most appropriate and effective methods of communicating to our membership. Of our 250 members some have yet to turn on a computer and some members make their living writing code. And we have all manner of expertise in-between.

Like it or not we need four methods to communicate with our members. They are as follows:

1. Newsletter
2. Email
3. Website
4. Flyers about the airport

Regardless of method the information presented must be relevant and current. How many times have you gone to a website only to find the data is 6 months old? How many times have you looked on your computer and discovered 75 emails from the previous day? And how many enjoy reading a newsletter with text that was written last month? And who goes about the airport to remove those old posters anyway?

To be sure the newer members will be better acclimated to electronic communications. That is why we have devoted so much time to our website WPA-painfield.org. But this is only the beginning . . . a stop gap system. The current problem with this website and all websites is that they are "on demand". Members need to reach out to initiate contact.

We hope to change that dynamic over the next 5 or 6 months. Beginning with the membership renewal notices you will see a **Member Profile** request. We first need to create a demographic profile of our members with emphasis on interests and needs. The ultimate goal is to create a Secure Web Front-end in Access (a database system) and then create a List Server.

Imagine "backcountry" PAE pilots with the unique ability to post a question to like minded WPA members in Spokane on Friday evening about campsite logistics in Republic on Saturday? What about an IFR rated pilot looking for a safety pilot on Saturday at 2pm in Renton? This is NOT a chat room! This is NOT a user group forum. If you happen to be one of those "code" writers with knowledge of what a List Server is we would like to hear from you.

On a second subject we held our second meeting at the Sno-IsL Skills Center near the PAE Airport. The school has a Culinary Department staffed with high school students looking for careers in food service. And this was our first meeting where the students prepared and served our members a five course meal. Although a number of members came by just for the coffee, over 65 paid their \$10.00 to be treated like true guests.

What makes this location so special for us is the versatility of the facilities. For years we met in the basement of a church in downtown Everett to partake in a potluck meal and compete with whatever services happened to be in place above. Now we are in a beautiful room with full audiovisual equipment, carpet, tablecloths and food to order. And what is really nice is that they want us there.

If you have the time to stop on by just go to WPA-painfield.org and send us an RSVP for the meeting of your choice. The door is always open to all WPA Chapters.

YAKIMA VALLEY

Dennis Klingele

It's been a great and busy summer. The Jackpot trip with the other WPA Chapters was a great start for the summer, the Yakima Valley Chapter had two airpans make the trip, M/M Dan Spencer in their Bonanza and my wife and I following along in our P206. We appreciate the opportunity to join in and are already looking forward to next years Jackpot trip.

The state WPA board meeting was held in Yakima at the McAllister Museum on Saturday Sept. 20th and it was truly great experience. We hope to be able to host this meeting again.

Young Eagles -Fun For 150 Kids- More Fun For Us

Bob Hammer
Yakima Valley Chapter

Due to the generosity of many volunteers, Young Eagles Day was a successful event and a very good



time. This year Ola Vestad and I took up the slack and put on the event. It is amazing to me how much can easily be accomplished in a cou-



ple of short meetings and one nice lunch which Ola bought! The reason for the ease is the fact that we have one fantastic bunch of talented, energetic, enthusiastic people who freely give of themselves to put this event on and I want to thank each and every one of them.

DICK MOORE supplied McAllister's for the event and helped

co-ordinate ground operations including the sale of lunch items. MIKE BULL supplied his hot dog, bun warmer, machine and flew kids as well. ROBERT CLARK did his magic again and had all three TV channels out there and also arranged for a 10 minute live, on the air, interview for me with DAVE ETTL from KIT. DON RASMUSSEN used his 152 to give the kids the pre-flight lesson on how a plane flies and I think that GUS POOLER assisted in that activity. SANDY HAMMER took care of the Registration.



DICK ZUBA, KRIS VESTAD, ERIKA VESTAD, JOY WILL and QUINTON BOWMAN handled the Certificates. TRACY HARDEN was our Ground Boss and was assisted by TY and BRYCE HUGHES, as well as the fellas from the CAP. DON CLARK and family took care of the Food Sales. Abby's Pizza (RICH GROWNIG) donated Pizza. LYNN HARDEN, who has put on this same event a time or two, took time off work to help out as well. Then there are the pilots who really have most of the fun and who generously gave of their plane, gas, oil, and time. A big thanks to: ROBERT SONNICHSEN, STEVEN SUNDQUIST, JOHN SMITH, MARVIN PUGH, RUSS MURRI, DENNIS (heavy hauler) KLINGELE, BILL HUDSON, JACK FASTABEND, MIKE BULL, JIM BELL, EARL BARNES, OLA VESTAD. And yes I flew a few kids too. I think I can speak for all of us and say that this is one event that none of us dread putting on. On the contrary, we really look forward to it.

MCALLISTER
MUSEUM

Director Dick Moore picked up this pretty little Aeronca Tri Champ in Arlington last Sunday and flew it back to Yakima. I had never seen one but loved it at first glance. Ain't she cute folks? And she flies like a dream. The "ship" as Charlie would have called it, is creating such a stir that some of the grey beards you'll see "sleeping" around there have seemingly risen from the semi dead, have a spring in their step, and some are even getting current again so they can fly. Eventually the plane will be available on the cheap, to members of the museum. As I speak, new glass and tires are being installed.



HARVEY FIELD

Bob Bourgoin, President

2003 RECAP

The season brings another change in the Chapters meeting date, during the winter months we align the monthly meetings with the monthly "Saturday night at the movies" in Hangar 15, put on by the Snohomish Flying Service. Chapter meetings are the first Saturday of the month at 5pm. The movie starts at 7pm. This winter the movie line up is as follows:

December 6th 'Cloud Dancer',
January 3rd 'Dawn Patrol',
February 7th 'The Great Waldo Pepper'

March 6th 'The Right Stuff'.

It makes for a nice evening, feel free to drop in on the meeting and stay for the film.

New Chapter Officers for 04' are Matt Dowdy: President. Al Holtz: Vice President. Our Secretary; Crystal Powell and Treasurer; Damian Blaschka are up for another year. I would like to thank them for their hard work in 2003! We also had a Board position open up which will be filled by Member Bill Van Pelt. Bill was instrumental in the Harvey Field annual Corn roast and fly-in this year. The chapter sponsors the spot landing and flour bombing contests which were expanded this year to include categories for ultra lights and helos.

We got in a few work parties at Easton State, our adopted emergency strip and anticipate picking up where we left off this coming spring with work on the camping area and the removal of an old building on the site. Thank you to the members who participated out there.

Nominations are in for the three awards the Harvey Chapter presents at the end of each year however, the awards will not be presented until the December meeting so I'm keeping mum 'til then. I would like to thank the membership for providing me the opportunity to serve as your president this year and wish you all a very happy holiday season and a fabulous 2004!

OKANOGAN CHAPTER

November Newsletter
(Abridged for timeliness - Ed.)

John Townsley

Last month we discussed temporary flight restrictions (TFR). It was timely, because the Washington Pilots Association and the Aircraft Owners and Pilots Association are making a strong push to have the four Puget Sound national security TFRs dropped or modified. U.S. Representative Jennifer Dunn has taken up the cause and is working with the Department of Defense to review the need for these unmapped restricted areas. If you have an opinion on these, or other national security TFRs, please write Representative George Nethercutt, and send a copy to Senators Cantwell and Murray.

What's Happening: The WS-DOT Aviation Division chartered three study teams last summer to look at the State's role in providing continuing education for pilots,

search and rescue services, and the role of aviation in the State's transportation system. All three groups have now completed their work and reports are being prepared for the Washington State Transportation Commission. We can expect some changes in how the Aviation Division serves the aviation community.

For example, the Aviation System Study Plan team reviewed the status of the 130 public use airports in Washington, and discussed how they meet overall transportation needs. This was a high profile effort that involved participation of several State Senators and Representatives as *ad hoc* committee members. Legislators and WSDOT staff expressed concerns that the airports are deteriorating because of insufficient maintenance. There is also a general lack of understanding in the population at large of the importance of smaller airports. Many Washington residents do directly use airports, and do not know why general aviation is important for medical support, for the economy, or for emergency relief. The capacity of Washington's airports is declining, in part because of deferred maintenance, and in part because of changing land uses surrounding existing airports as growing urban areas fill what was once open space.

A major issue is the inequity in funding airport improvements. Only 5% of all fuel dispensed in Washington is taxed to support State airport infrastructure. Aircraft involved in commercial aviation (Air carriers, crop dusters, local commuters, Government, air crew training, and testing aircraft for experimental purposes) are exempt from State fuel taxes. This means that the heaviest users of the airport infrastructure in Washington are "free loaders" with regard to aviation infrastructure maintenance and improvements when they use the 41 public use airports that do not qualify for Federal funds. Public use airports in Okanogan County that do not receive any Federal funds are Twisp, Okanogan, and Tonasket. Other Statewide aviation policy issues that need attention include anticipating technological developments (such as the new jets that are capable of operating from small airports as well as large "jet ports"), facilitating intermodal connections, and changing State demographics.

There is a trend in Washington toward "urban flight" that will increase the importance of rural airports. Local transportation planning will emphasize existing Regional Transportation Planning Organizations (RTPO) and processes. Currently the understanding of aviation issues in the RTPO is highly variable. In the past RTPO focused on highway and ferry transportation, with little attention to airports. RTPO are made up of elected officials from within the region. By implication, funding for infrastructure improvements would follow the RTPO priorities. Whether this new layer of bureaucracy would disadvantage smaller jurisdictions (such as Tonasket, Twisp, Okanogan) remains to be seen.

See you at Whistler's in Omak.

"Follow the Money..."

Advice from "Deep Throat" to Woodward and Schlosberg of the *Washington Post* during Watergate

A few years back WPA WINGS published the Financial Information of the Aviation Division at the end of the fiscal year. As pilots who contribute almost all of the AD operating funds, it is important to understand how the funds come in, how the Aviation Division uses them during the year, and compare the uses from year to year. The information below is for Fiscal Years 2002 and 2003. The State's Fiscal Year runs from 1 July to 30 June. The State is on a Biennium Budgeting Cycle and the information below covers the Biennium Year of 01-03. This means that some of the expenses can be moved between the two years show below as long as the total does not go over the Biennium Budget. The Aviation Division plans to publish a year-end report soon that will go into more detail on how the funds were expended and the results of these expenditures on our State Airport System. The State is now in Fiscal Year 2004 and we will provide this same type of information next year after the close of the fiscal year.

WSDOT Aviation Division Financial Information FY 2002 - 2003

AERONAUTICS ACCOUNT

Funds Received	FY 2002	FY 2003
Aircraft Registration Fee	\$ 37,000	\$ 45,176
Aircraft Excise Tax	22,464	27,466
Aircraft Fuel Tax	1,817,236	1,727,384
Federal Grants	104,132	260,406
Other	4,200	65,596
Total Funds Received	\$1,985,032	\$2,126,028

Funds Expended	FY 2002	FY 2003
Management and Support		
Labor Cost (7.12 FTEs)	\$ 389,437	\$ 416,232
Facilities Operations	78,537	82,730
Office Operations Support	47,785	110,742
Aviation Program Support	87,666	85,978
Travel	5,829	13,502
Equipment Rental	17,271	12,775
Other	16,067	280,197
Total Management	\$ 642,592	\$ 1,002,156

Local Airport Aid	FY 2002	FY 2003
Labor Cost (1.08 FTEs)	\$ 28,511	\$ 103,156
Grants to Airports	1,050,948	725,094
Office Support	6,229	6,989
Aviation Program Support	3,975	15,043
Equipment	3	450
Travel	4,416	3,937
Total Airport Aid	\$ 1,094,082	\$ 854,669

State Airports	FY 2002	FY 2003
Labor Cost of (1.08 FTEs)	\$ 58,452	\$ 53,045
Facilities Operations	6,395	3,359
Maintenance and Insurance	50,403	54,629
Aviation Program Support	2,483	1,574
Travel	4,437	6,812
Equipment	9,482	7,577
Total State Airports	\$ 131,652	\$ 126,996

System Planning and Compatible Land Use Program	FY 2002	FY 2003
Labor Cost (2.04 FTEs)	\$ 157,386	\$ 162,762
System Planning - Consultant	192,471	327,312
Office Support and Equipment	7,005	3,825
Program Support	72,033	58,482
Travel	2,887	4,073
Total Planning	\$ 431,782	\$ 556,454

Total Aeronautics Expenses	\$ 2,300,108	\$ 2,539,829
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SEARCH AND RESCUE ACCOUNT

Funds Received	FY 2002	FY 2003
Pilot/Mechanic Registration Fees	\$ 70,533	\$ 85,576

Funds Expended	FY 2002	FY 2003
Labor Cost (0.29 FTEs)	\$ 672	\$ 19,533
Search and Rescue	1,063	6,627
Facility Operations	12,360	13,631
Training and Education	18,597	38,112
Office Support	1,459	5,265
Program Support	4,850	9,748
Travel	3,449	7,375
Total SAR Expenses	\$ 42,450	\$ 100,312

Notice especially, the largest annual "swings" -- an increase in "System Planning - Consultant" of \$134,841, an "Other" expenditure increase of \$264,130 and a decrease in "Grants to Airports" of \$325,853. Wasn't the office move supposed to save money? What's that huge figure in "Other?" - Ed.

Rep. Rick Larsen Urges Rumsfeld to Release TFRs - Assist Local Pilots

Washington, D.C. - Representative Rick Larsen (WA-02) furthered his efforts to help local pilots this week when he sent a letter to the Secretary of Defense strongly urging him to release Temporary Flight Restrictions (TFRs) that have remained in place in the Puget Sound area of Washington state since the terrorist attacks of September 11, 2001. While many restrictions have been lifted around the country, those in the Puget Sound region remain in place.

"The Defense Department has been unable to give me a good reason for why the Temporary Flight Restrictions in the Northwest have been anything but temporary. I have asked Secretary Rumsfeld to take a good, long look at these costly, outdated TFRs that are hurting our pilots and aviation businesses," Larsen said.

In the letter, Larsen wrote, "There are currently 14 national security-related TFRs throughout the country issued by the Federal Aviation Administration (FAA) at the request of the Department of Defense. Four of these are in Washington State's Puget Sound region. These TFRs cause tremendous operational, access and efficiency problems for pilots."

Larsen pointed out, "For example, pilots can no longer use the Columbia River as a navigation reference without significant deviation. These restrictions negatively impact the arrivals and departures into four airports in the region and have closed a seaplane base."

Earlier this year, Larsen worked to address local aviators' concerns surrounding TFRs when he worked successfully with the House Transportation and Infrastructure Committee to include language in the House version of this year's Federal Aviation Administration reauthorization bill. The language called for a review of all TFRs and encouraged dialogue among the Federal Aviation Administration, DOD, and all impacted parties in order to evaluate the need for ongoing, DOD-requested TFRs.

Larsen said, "I am confident that we can put these TFRs to rest without compromising our national security, and I will continue to urge that we do so," Larsen explained.

Rep. Jennifer Dunn (R-WA) has also expressed concerns about TFRs and signed on to the letter to Rumsfeld.

Larsen serves on the Aviation Subcommittee of the House Committee on Transportation and Infrastructure that has jurisdiction over aviation issues.

New Membership Director, West

The WPA executive committee elected Joe Bryant to serve as Membership Director, West... thru election of officers in February.

he is at classicpress@qwest.net
home 425/455-4846

Calendar of Events

Al Banholzer Green River Chapter

The following list of aviation related events is provide 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 and Events by email at events@wpaflys.org or call/fax the informa-**

DECEMBER

4 CFI Workshop, Troutdale, OR - Kieth Crimin, 800-847-3806

6 Twin Oaks Airpark, Hillsboro, OR, Fly-in Breakfast - EAA #105, 503-646-8763

7 Pearl Harbor Ceremony at Pearson Aviation Museum - 360-694-7026

7-8 Santa Claus arrives at Olympia, Olympic Flight Museum - Bill Snyder, 360-705-3925

12 Safety Breakfast at Port Angeles Airport Coffee Shop, 08:30 (CC) - Steve, 360-452-6601

20 Toys for Tots Pick up at Galvins, 13:00 - Nancy Jenson, 253-833-6777

JANUARY

3 Twin Oaks Airpark, Hillsboro, OR, Fly-in Breakfast - EAA #105, 503-646-8763

10-11 WSDOT CFI Revalidation Clinic, Tacoma - register 800-552-0666

24 FAA Safety Program, Gresham - Kieth Crimin, 800-847-3806

31 Safety Seminar, Flying Farmers, Moses Lake - Jerry Richardson, 509-765-9735 This course will help pilots improve knowledge and proficiency in rural and urban flying areas. This one day course is on Saturday.

FEBURARY

7 Twin Oaks Airpark, Hillsboro, OR, Fly-in Breakfast - EAA #105, 503-646-8763

20-21 WSDOT Aviation Maintenance and AI Clinic, Puyallup - register, 800-552-0666

21-22 Northwest Aviation Conference and Trade Show, 9:00 - Puyallup Fairgrounds

21 WPA Annual General Meeting at Northwest Aviation Conference and Trade Show

21 WASAR Annual Membership Meeting at Northwest Aviation Conference and Trade Show

26 Wings Program, Museum of Flight, 7:00pm- Scott Gardiner, 425-227-2880

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THURSDAY January 29th

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