

Inside WPA Wings

- Page 2
Frugal Flyer
WASAR report.
Coast Guard Air Aux
- Page 3
Notes from Back Seat Driver
State Board Minutes
- Page 4
Committee Updates WA
Aviation System Plan
- Page 5
St. Mares, Idaho
Ranger Creek Vandalism
Follow-Up
- Page 6 - Chapters
Greater Seattle, Spokane
- Page 7
National Park Service Release
on Olympic Park crash.
- Page 8
Calendar of Events
Mountain Flying Clinic
Oregon Air Fair

**From Kirk
President's
Message**

Kirk Kleinholz

Can You Hear Me Now?

As I am writing this message, we are several days away from the closure (on 12 August) of the public comment period on the proposal to create a permanent prohibited Area P-51 over the Bangor submarine base. My last check of the docket shows that only 49 comments have been submitted by the public on this, perhaps the most critical airspace issue currently facing pilots in Washington state. By the time you are reading this, if you have not already submitted your comments on that proposal, it is too late to make your voice heard and impact the outcome.

While the proposed rulemaking on this prohibited airspace was entered into the Federal Register on 28 June, I only learned of it myself at the end of July. That means as your President, I failed to make myself as informed as I should have been on this critical issue. Once I did learn of the proposal and the short time remaining for public comment, I turned to the most expedient method we have for getting information to our membership. On 01 August, I published an article on the home page of the WPA web site titled "Urgent Call to Action". But to date, that article has received roughly 40 hits, meaning at best it has been read by only 40 separate individuals. Meanwhile, I have also been telephoning and E-mailing members, airport managers, FBOs and other aviation stakeholders to get the word out while there is still time.

This chain of events has turned
Continued on page 3

**WASAR
TEAMWORK
AIDS RESCUE
Survivors Found!**

Tom Jensen, WPA Airports
Director

The phone rang at 3am Wednesday morning. I groggily greeted WASAR's "Madame Database" (Chris MacSpadden) who had been called by Tom Peterson, our State SAR coordinator; I learned of a crash south of Port Angeles, in or near Olympic National Park. Campers at the Heart o' the Hills campground had heard an airplane fly over followed by sounds of a crash. Chris asked me and Long Nguyen to find observers and fly as a team to conduct an initial route search. Chris already had radar track data with the last location and probable altitudes. I have DF (Direction Finding) gear and Long and I are very conscious about maintaining communication and separation (also with weather and terrain) to maximize safety. Shane Mahoney and I launched at 5:30, and Long and Tom Evert shortly after we overflew BFI. We maintained radio contact with Chris as long as possible then used cellphones for updates, instructions and coordination. Tom Peterson in turn kept in touch with the USAF Rescue Coordination Center, the outfit that is ultimately responsible for all air SAR in the US, the Park Service, and Clallam Co. Sheriff.

We arrived at the site to find a rogue airplane, obviously searching. I warned Long and was able to contact the other aircraft. The pilot was cooperative and apparently competent; he was also in contact with the Park Service on 122.8, so we negotiated to

Continued on page 7

**BFI: Pilots Shape
Fly-Quiet Program**

Sharyn Parker, Noise Officer,
King County International Airport

Fly Quiet Programs have become commonplace at large commercial airports, such as Seattle-Tacoma International Airport, Los Angeles' LAX, at San Francisco International, and at Chicago's O'Hare. In contrast, Fly Quiet Programs at general aviation airports are less common. However, it is unique when a general aviation airport operates a comprehensive noise mitigation program, such as Scottsdale, Arizona Airport's "Good Neighbor" program.

Designed to promote voluntary pilot compliance with noise abatement flight procedures, the Fly Quiet Program is the most popular of all Part 150 recommendations, aside from the sound insulation program, which must be approved by FAA before it is developed and implemented.

Outreach to Pilots

Identifying an effective outreach delivery system to pilot audiences is a major objective of the Fly Quiet Program. KCIA's response was to create a seventeen-member committee, known as the Pilot's Resource Working Group, which responded with many effective suggestions. The principal goal of the PRWG was to assist design of a pilot's brochure that outlined preferred flight procedures for use at Boeing Field.

In addition, KCIA used the narrative and graphics from the pilot's brochure to produce the following:

- **Design 36"x48"** posters for flight schools as training materials that describe and illustrate flight patterns and procedures and locations of noise sensitive neighborhoods.
- **Website** additions that include the pilot's brochure (available to download from KCIA's website under a new section entitled, "Pilot Information"), an on-line complaint form, a Pilot's Promise to Perform form, and valuable links to pilot organizations and resources.
- **Design** and production of a single-page, two-sided laminated card containing noise abatement flight procedure that is suitable for insertion in an airway manual.

Instructional clinics for pilots and updated versions of tenant voluntary noise abatement plans, that include involvement by tenant's chief pilots, are just two features of the outreach agenda planned for airport users.

Pilot Incentives Program

The PRWG also tackled motivational strategies that would encourage

Continued on page 4

PRSR STD.
U.S. POSTAGE
PAID
Permit #5
Snohomish, WA



**See National Park
Service Release, p7
Could you have
spotted this wreck?
Become active in
WASAR.**

CRASH AREA

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

Frugal Flyer

The flyer does a bit of camping during the flying season and uses his portable condo (tent) much of the time. Most tents come with very wimpy little tent pegs that seem to bend or break the second time you try to use them. He has tried several different types of pegs and found most are either too expensive or do not last very long. One solution that he has found to work quite well are the aluminum spikes used to hold up rain gutters. They are about 7 inches long, are easy to put in and take out of the ground, are very light weight, and best of all cost about 25 cents each at a local hardware store. So, if you have trouble with wimpy tent pegs, give the old gutter spike a try.



Johnson Creek Airport Goes On-Line

Midvale Telephone, the company who built phone lines into Yellowpine, and their affiliated Internet company, Rural Network Services, have donated the necessary equipment and installed a webcam at the Johnson Creek Airport (3U2). Now pilots can view the local conditions via a ruralnetwork.net hosted link. Gene and Cody Hargett, the caretakers, welcome the camera saying that they get many calls from pilots checking out the weather conditions. Now pilots can check for themselves at <http://www.ruralnetwork.net/johnsoncreek/>

The camera provides a southern facing view of the parking area, runway and surrounding mountains. Questions and/or comments should be directed to pge@ruralnetwork.net.



DON'T-MISS-EM EVENTS

Aug 13-15 McCall 18th Annual Family Fly-in, McCall, ID. A great event with 20 safety and information seminars, density altitude clinic, Wings and PACE programs, camping on field; volunteer flight instructors for back-country flying. 208-344-8775

Aug 20-22 44th Northwest Antique Airplane Club Fly-in, McMinville (ex-"Evergreen"). Camping on the field, at an old fashioned long standing fly-in. Lots of antique/classic aircraft. One of the best fly-ins in the Northwest. 360-892-1817.

Aug 27-29 Republic 4th Annual Fly-in and camp out. Beautiful location for camping; edge of Lake Curlew. Pancake breakfast Sat and Sun morning, Steak dinner Sat 5-7:00; boat excursions on the lake. WPA will hold a Board Meeting during the fly-in. Details: 509-775-3911.

Sep 4-6 Packwood Annual Flea Market, 9 to 6. The Flea Market covers the entire town! Sat. & Sun. pancake breakfast at the Fire Hall and lots of other food in town. Call Steve, 360-494-2223 for more information.

Sep 18-19 Oregon Air Fair, Linn County Fairgrounds, Albany Airport, See page 8 for details.

Sep 25-26 Mountain Flying Clinic, Ellensburg. Take a ground course in mountain flying /fly with a mountain pilot in the mountains for hands on experience. There is no cost for this and it's the best course around. Register with WSDOT for this course, 800-552-0666.

WASAR - Washington Air Search And Rescue

Gary Evans, WASAR Director

How many of us automatically monitor 121.5 after shutting down from a flight? (Another question might be to ask how many of us monitor 121.5 during our flights, but I'll save that for a later time) A friend of mine brought this to my attention the other day.

It seems he rarely checks the emergency frequency after flying, so it was quite by chance that he picked up the unforgettable tone last week. It was after making a particularly hard landing. You know the kind. It was one of those when you have the urge to get out and actually apologize to the plane.

While he doesn't check the frequency often, my friend did remember enough of his WASAR training to grab his handheld radio and attempt to track down the source of the beacon. He was hearing the signal on the ground, so that was a pretty good indication the ELT was at his airfield. He was also sweating out the possibility that it was his airplane making the offending noise.

The first thing he did, of course, was to remove the antenna and touch the radio to his own airplane. The signal went away - and so did his sheepish look. So much for having to escape the airfield through the rear exit.

He then replaced the antenna and held the radio close to his body while making a slow 360° turn. The signal disappeared as he turned to the south (telling him it probably wasn't coming from that direction...) and reappeared as he continued turning. He found himself facing one of the FBO's on the field.

He walked toward the FBO, occasionally doing a 360 to confirm the source of the signal, and finally walked through the shop's open hangar door to find a mechanic busily working away.

As my friend told his story to me, he related that he gleefully used the line, "Hi, I'm from WASAR and I'm here to help you." in his best FAA imitation. After some initial awkwardness and denial, the mechanic found the offending unit and turned it off. He also thanked my friend for taking the time to alert him before the real "Hi, I'm here to help" folks arrived.

Would you like to join this exciting world of the WASAR super sleuths? An ideal way to begin is to enroll in the introductory course for observers. You'll learn to draw grid lines on your search chart, the patterns pilots use, the proper speeds and altitudes for best coverage, as well as dozens of other skills WASAR volunteers possess. You'll also become a better, more knowledgeable pilot because of what you'll learn. To find the next class closest to you, log on to the WASAR homepage at <http://www.eskimo.com/~c180tom/> or you can find us listed on the Washington Aviation Division's homepage at <http://www.wsdot.wa.gov/aviation/>.

And my friend? He swears from now on he is always going to check 121.5 every time he lands. He's also going to carry his blue WASAR vest and hat with him, too. You just never know when the next opportunity to use the "Hi, I'm here to help..." line will arise.

COAST GUARD AUX AIR



Michael Sealfon, Green River Chapter

Are you an active pilot looking to put your hard-earned aviation skills to some purpose other than Saturday's \$100 hamburgers? Would you like to meet fellow aviators with the same thoughts? Would you enjoy the benefits of extended camaraderie with other pilots who truly enjoy flying? Does the thought of free aviation supplies, i.e., approach plates, airport facilities directory, and low altitude en-route charts appeal to your wallet? After the 9-11 tragedy would you like to make a significant contribution to the security of the Puget Sound area and National Security, and be reimbursed for your efforts? Lastly, would you benefit from free aviation training provided by the "regular" or "gold" members of the active duty Coast Guard in any or all of these aspects appealing to you, then why not join the dedicated volunteer aviators of the Coast Guard Auxiliary.

As a Coast Guard Auxiliary member, you would volunteer to either fly your own aircraft or be a member for some

other Auxiliarist. You could be a Co-Pilot, First Pilot, or Aircraft Commander depending upon your aviation skill level, ratings, and total flight hours. An instrument rating is a big plus toward becoming PIC. All AUXAIR auxiliary flight missions require that two current Instrument-rated pilots be on board. Currently, the AUXAIR of Seattle's district 13 fly drug interdiction and aerial security flights from Blaine/Point Roberts on the Canadian border through the San Juan Islands to Port Townsend and back using 182/172 aircraft. Safety patrols are also flown down the Columbia River from Astoria to the Tri-Cities area. All AUXAIR aviators receive specialized annual training in water egress and survival skills at USCG Group Astoria. There is also an annual fly-in and air-show at USCG Group Port Angeles. If you also own your own watercraft, then your skill base is raised exponentially, and you can benefit from the USCG Water Safety Program.

There is no "boot camp" or basic training nor age limitation to become a USCG Auxiliary member. What is currently required is the ability to pass a National Security Screen, an open book test on basic USCG Auxiliary rules and regulations, and an interview by two active auxiliary members. As an Auxiliary member you can choose to participate in the following Coast Guard activities: Public Education, Vessel Safety Checks, Operations, Marine

Continued on page 6

Moving?

Send new address, email, phone number., etc. to
Patty Wood
(360) 577-7937
PBKWood@teleport.com
or call 1-800-WPA-FLYS

WPA WINGS

A Publication of the
Washington Pilots Association
227 Bellevue Way NE PMB 397
Bellevue, WA 98004

Phone 1-800-972-3597
1-800-WPAFLYS

Editor: Arthur Berkell (253) 638-7038

Copy Editor: Lynn Berkell

Please send:

Articles in Word, WordPerfect, or plain text via email to
WINGS@seattlelux.com

Typewritten or handwritten articles to
Helga Byhre 24104 92nd Ave W.,
Edmonds 98020

DEADLINE ON BACK PAGE

Address changes to Patty Wood
membership@wpaflys.org
or 360-577-7937

Executive Council and Elected Officers

President H Smith (360) 653-9490

VP East Tisha Bartley (509) 260-0329

VP West Jerry Blanchard (360) 794-9232

Secretary Arthur Berkell (253) 638-7038

Treas. David J. Almvig (425) 747-2055

Legislative Director

Jack McGoldrick (206) 763-9706

Directors

Airports Tom Jensen (800) 972-3597

Membership W. Paul Grey (360) 715-2120

Membership East

Don Newhall (509) 233-8078

Safety & Education

Al Hunter (509) 886-0233

WASAR Tom Nesko (425) 821-2780

Immediate Past President

Al Banholzer (425) 228-6330

Information included in this publication is for entertainment and/or educational purposes only. The reader must not rely on the information contained herein to relieve him/her of the responsibility to comply with Federal Aviation Regulations and instructions. The reader is solely responsible for his/her own safety and no case shall the publisher or staff or any officer or director of the Washington Pilots Association be held responsible for any use or lack thereof, that readers may or may not choose to make of the information contained herein.

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

Notes from a Back Seat Driver

Mark Lee, Green River Chapter

Mark Lee was raised and learned to fly in Alaska. He started instructing in 1980 in Forks, WA and has Resided in the Seattle area since 1990. Mark has over 1,200 hours in tail wheel aircraft with over 600 hours of tail wheel instruction. Total time - over 14,000 hours in various aircraft from the J-3 to the B-747. Instructed in about 25 different tail wheel aircraft types. He has logged pilot time in over 55 different types. Currently operate an early Bonanza and a C-120.

With the dog days of summer upon us, I want to applaud everyone who has dusted off their wings and gotten current again. I find that once I am current, I want to expand my skills in addition to trying to regain those skills that I may have left behind. For those of you who once flew tailwheel aircraft and wish to venture back into the realm of conventional aviation, I have a few hints and reminders. One or two of them may apply to non-conventional ("trike") aircraft operations also.

Really practice some pattern work. I am not talking about the "Three bounces" and now I'm current pattern work. I am talking about the "Get out the book for your high performance Champ/J3" and look at the recommended procedures for Standard/Short Field/Soft Field Procedures pattern work. Do you remember the last time you did any of them? Was it since your last Bi-Annual? Was Nixon still president?

Pick a good time to practice. Are you a morning or afternoon person? If you are tired, your performance while learning will suffer. Early mornings with still air and no ther-

mals are sublime. Late afternoon in the last two hours of sunlight are nice also. In still air all of the movements of the aircraft are the result of your control inputs. For the smoothest ride use small coordinated inputs.

When you get tired, quit. It is that simple. Landings and Takeoffs are complex, high intensity learning periods. As you tire decision-making skills slow down, fine motor skills deteriorate, and performance visibly slips as you begin to overcompensate for the delayed decisions. In particular, approaches and landings can get QUITE interesting and exciting.

If you "really" need to fly that day leave the pattern and enjoy the view for a few minutes. This will give you a mental break and help with a bit of relaxation. Shift around in the seat, wiggle your shoulders and bottom and take a deep breath or two. All of this will help your body relax and will reduce your tense white-knuckled "Death Grip" on the control wheel.

Patience is a virtue. The controls need to move at the appropriate time. It is easy to rush things and over control, as you tire or react to burbles in the air. Remember to slow down and have patience in the approach. Less movement is usually better. In the flair, patience is a virtue. Keep flaring until the plane lands. Do not force it. If you are too far down the runway, go around. Patience is a virtue.

Talk to yourself. Not "#@\$\$\$#", That was a fine landing", but more along the lines of, Airspeed check - - 65 - - Ok - - Am I high - - OK - - Runway made - - power to idle - - Flaring - - more flaring - - MORE flaring - - touchdown - - keeping is straight - - rolling out - - light brakes to make the turnoff - - After landing check list - - Oh, that was nice - - I AM A GOD!!!

Now it's time for the next circuit. ←

From Kirk

Continued from page 1

the spotlight on an important challenge facing the State WPA. That challenge is finding a way to quickly communicate with all our members when circumstances warrant or demand it. Those of you who watch television have likely grown weary, as I have, of that cell phone catch phrase, "Can you hear me now?". But the message is loud and clear. Timely communication is critical in today's world. And for an organization such as ours, communication is the key to bringing our many hundreds of minds and voices into harmony when we must rally to protect and promote general aviation.

I trust most of our members read the Wings newsletter each time it arrives in your mail. However, Wings is only published every other month, limiting its effectiveness in disseminating highly time-critical information. In contrast, electronic media - both our web site and direct E-mail - have the advantage of allowing us to immediately make new information available to the majority of our membership.

In recent meetings with a number of WPA volunteers, I have launched an initiative to expand the

functionality of our web site in an effort to make it a more effective tool for our communication. This initiative includes two main objectives.

First, I am proposing to create a "Members Only" section to which each member will have access that is security protected by user IDs and passwords. Among other features that may be found there, each member will have the ability to verify and update their personal contact information. My hope is that we will be able to maintain a much more up-to-date list of members' E-mail addresses. Having a more accurate E-mail list will give us the ability to promptly push time sensitive information directly to a large portion of our membership that already regularly communicates via E-mail. Additionally we would have the ability to send a periodic electronic communication to those members, similar to the weekly electronic newsletter AOPA sends to its members. Our webmaster Rick Wickman and Paine Field members Kevin Kelly and Mitch Mitchell, together with several other volunteers, will be working on this objective over coming weeks and months.

The second objective is to make a major effort to gather useful information for publication on our web

Continued on page 4

State WPA Board Meeting Minutes: July 10, 2004, Arlington Airport

The meeting was called to order by President Kirk Kleinholz at 11:00. The following officers, directors, and Chapters representatives were present or absent as indicated:

Present: President, VP East, VP West, Director - Legislative Affairs, Director - Airports. Chapters: Green River, North Sound Paine Field, Spokane.

Absent: Secretary, Treasurer, Director - Safety & Education, Director - Search & Rescue. Chapters: Greater Seattle, Harvey Field, Colville Valley, Deer Park, Okanogan County, Southwest, Twin Harbors, Wenatchee, Yakima Valley.

11:00 Minutes: In absence of the Secretary, Bob Dempster, WPA member-at-large, volunteered to record the board meeting minutes. Minutes of the last board meeting were approved by unanimous vote.

11:05 Treasurer's Report: Treasurer David Almgvig was not present. A brief overview of the current balance sheet was given by President Kirk Kleinholz.

11:10 Presentation of Wright Brothers Master Pilot awards by Scott Gardiner of Seattle FSDO: The first two examples of this relatively new Award given to pilots in western Washington were presented to Paul Culman and Don White, celebrating their years of flight. The award honors men and women with a record of at least 50 consecutive years as active certificated pilots. Both of the gentlemen honored related stories of their early years of flight, although one stated that some of his stories couldn't be told in mixed company—alluding to the youth and rough-and-ready days of aviation in the 30s.

11:20 Directors' Reports:

- Airports — Tom Jensen presented the membership report and discussed the fact that the NASCAR site in Arlington was opposed by the EAA. Tom will also be drafting a Position Paper on the proposed runway closure at The Dalles Airport, to be reviewed by President Kleinholz and submitted by the July 15th deadline of the public comment period.

- Legislative Affairs — Jack Mc Goldrick passed on to the President information on the State Aviation Systems Plan and also spoke about AOPA's position on The Dalles proposed runway closure.

- Membership — Patty Wood's membership report was presented by Tom Jensen.

WPA membership in June 2003 was 872. May 2004 showed a drop in numbers to 709. About 200 renewals were processed for Paine Field members in one day, plus 8 new members and 6 pending, so the membership count on June 4, 2004 was 920. Joe Bryant has the most current end-of-month membership data.

The online renewals are working well, thanks to the use of Arthur Berkell's company, Seattle Luxe, and credit card processing.

11:40 Old Business:

- Sixth Directorship: Parliamentarian or Public Information Officer? Discussion of the scope of the Public Information Officer's focus. The committee appointed to review by laws, consisting of John Dobson, Al Banholzer, and Jim Smith, will also be considering the description and duties for the newly filled sixth Director's position.

- Web Site: Alan Negrin, newly appointed Public Information Officer (PIO) will be working in coming months on soliciting regular submissions of information for the State WSPA website. Additionally, President Kleinholz is recommending the consideration of adopting several new features on the website, including a Members-only section, and self-serve posting of articles by designated chapter representatives.

- Membership Application Pamphlet: Membership pamphlets, as reported by President Kleinholz, are in short supply. No pamphlets were produced as approved in the last board meeting because we did not have a booth at the Arlington airshow. A small print run is still required, however, pending an updating or possible redesign of the brochure. If you have comments or suggestions on the pamphlet content and layout, contact John Dobson; also let him know if you have urgent need for a supply of pamphlets in the short term.

- Northwest Aviation Conference and Trade Show: President Kleinholz has been attempting to have discussions with organizers of the Northwest conference and Trade Show in Puyallup. He expressed the need for WPA to be more involved. One example could be to sponsor a speaker for the event. Also, WPA providing volunteers to assist with the show would be another avenue of participation. Also discussed was the possibility to move the venue to an airport location.

12:10 New Business: Guests WSDOT Aviation Division's Director John Sibold introduced Bob Dempster, Washington Seaplane Pilots Association President. Mr. Sibold expressed his vision of an aviation conference that would include all aviation groups in Washington State, meeting once a year to exchange ideas and to explore parallels in the individual groups' ideas. This would facilitate cohesive legislative action.

- Possible Political Agenda Items:

Brainstorming on possible political agenda topics brought these ideas forward:

1. NPRM for Restricted area at Bangor. The Bangor TFR, according to AOPA, seems to be of greatest security interest for a permanent restriction.

2. Proposed runway closure at The Dalles (DLS) (comment period ends 15

Continued on page 7

From Kirk

Continued from page 3

site. In that way, we hope more and more of our members will make our web site a regular stop in their daily or weekly aviation news and information gathering. The WPA web site needs to become a reliable and worthy source of information directly affecting Washington pilots. To spearhead this effort, Paine Field member Alan Negrin recently volunteered to serve as the WPA Public Information Officer (PIO). I have directed Alan to solicit newsworthy information from each and every chapter on a weekly and monthly

Continued on page 8

Committee Updates WA Aviation System Plan

Kirk Kleinholz, President, WPA

I attended a first working group meeting at the invitation of the Aviation Division and the Aviation Advisory Committee. Most readers will likely recall the AD's survey soliciting input on potential criteria for identifying and designating "airports of statewide significance". I hesitate to continue using the descriptor "of statewide significance". In fact, one of the important items to come out of this first meeting was a consensus to eliminate that term as potentially prejudicial to the interests particularly of the smaller, generally rural airports. In fact, I believe the proposal to dispense with that term was first put forth by one of the RTPO representatives. Another critical idea that was voiced at the meeting -- again first recommended not by a direct aviation proponent such as myself, but rather by an RTPO representative -- was that there should be no disqualifying "entry criteria" that would exclude any state airport from the system plan. That is the case in state transportation plans in at least some of the other states studied by the Aviation Division. Rather, the consensus of the group appears to be that all airports shall be officially adopted as part of the state's aviation system plan. Our job remaining will be simply one of establishing the criteria for ranking the various airports as to their relative importance to the overall transportation system. Once again let me note the specific phrase "statewide significance" may well be dropped from the group's final work product. The next and final meeting of this group is now scheduled for 10 September. The WPA Board of Directors will likely discuss this topic at the August board meeting to be held in Republic in conjunction with the annual fly-in to Ferry County Airport on the last weekend of August. All members are invited to attend and participate in your organization at work. A complete summary of this first working group meeting accompanies this article on the State WPA Web site. I encourage you to review that document for more information on this critical process. If any of you have questions or comments on this issue, please call or E-mail me directly.

Fly-Quiet Program

Continued from page 1

pilots to comply with Fly Quiet flight procedures. The committee has been briefed about incentive models and methodologies used by other commercial and general aviation airports, and it has customized an approach that fits KCIA and its varied users.

Annual compliance award certificates are envisioned for both tenants and pilots. Criteria for selection of award-winners will be based upon the following:

- Involvement and commitment to Fly Quiet Program goals and flight procedures, as evidenced by:
 - Training company pilots to fly using GPS and/or LDA navigational aides.
 - Adherence to an updated tenant Noise Abatement Plan.
 - Company-adopted policies and strategies to communicate KCIA Fly Quiet Program flight procedures.
- Use of FAA-advised alternative approaches as verified by sampling flight tracks once a quarter.
- Fewer noise complaints than the previous year.
- Voluntary reduction of nighttime flight training (for flight schools).
- Pilots voluntarily sign and submit a Pilot's Promise to Perform Fly Quiet flight procedures.



Jim Gannett, Seattle Chapter, and Sharyn Parker the Noise Officer at BFI. Jim has been instrumental in promoting and defining a safer alternative to the Vashon approach and departure.

In order to make the Fly Quiet Program viable and credible, King County International Airport intends to

- Produce reliable quarterly statistics based upon calls to KCIA's Noise Information Line; and conduct periodic community noise analyses that provide a neighborhood profile of aircraft noise.
- Conduct quarterly sampling of flight tracks to determine which carriers and pilots are complying with Fly Quiet Program flight procedures.
- Spot-check aircraft-generated decibel levels on Boeing Field compared to estimated sound levels identified in CFR Part 36.
- Provide public recognition for awardees in local papers and aviation publications, such as *KCIA's Flight Tracks* and *Pacific Northwest Aviation and Business Journal*.
- Make wide distribution of pilot brochures, airway manual card inserts and holders, and training posters.
- Maintain and update KCIA's web pages with most current pilot and noise abatement information.
- Conduct community outreach presentations regarding progress and results of implementing Fly Quiet Program.

Progress Report

The Fly Quiet edition of the

Back to Oshkosh

Dick Kinnier, Paine Field Chapter

I've made the trip three times previously in 1994, 1996 and 1999 in C-172's for the approximate 32 hour round trip (except in 1996 when there were a number of fires and lots of smoke through MT and ID. That year we deviated south (to the Pima Air Museum.) It was quite a bit longer trip. This year my partner received a consulting contract that he couldn't pass up so it looked like another year with no Oshkosh. It's a long costly trip to fly alone. GEORGE LUCK TO THE RESCUE!! Due to some other commitments, his wife was unable to join him and he was kind enough to invite me and share expenses as well as a nice big stand up tent.

We were to be part of a group of four V-tails eligible to park in the Vintage Aircraft area except for Rich Jones' plane which went to the Past Grand Champion area.

Boy, was this different than flying in the Skyhawk. George filed IFR to Miles City, our first destination and it was the first time I ever looked DOWN at Mullen Pass instead of up at the walls. It was also the first time I've seen 185-190 kts over the ground. The same tail wind *might* have pushed the Skyhawk to 125 or 130 kts. I doubt it though because it wouldn't have been up at 11,000 feet.

After Miles City, we rendezvous'd at Euclastite WI Thursday, then stayed overnight to go into Oshkosh on Friday morning July 23. The 3 Bonanzas flew into Oshkosh as a flight of three with compliments from the tower on the formation and landing. The three pilots were George Luck, Rich Jones and Dick Wilkinson. Eventually Eugene Jones and John Dobson joined us on the campsite.

CAMPING: This group goes in style: two folding tables seating 8, a folding aluminum top table for cooking, numerous comfortable chairs and a giant Kelly sun shade. At the site Rich's twin brother Robert joined us. Robert and his wife Kathleen arrived by car from Chicago. They arranged to park just outside the fence and made all the grocery and fluid runs. With two 2-burner stoves plus 2 more single burner ones and a Weber grill, folks cooked up a storm. A number of those present contributed to food preparation, but Kathleen, was chief cook but not bottle washer. Non-cooks handled that chore. Kathleen is also a command pilot for NetJet (or its competition) I can't remember which and flies the rich and famous to such places as Aspen, Bahamas etc. said she'd never trade for an airline seat. There's much more to tell, but anyway it was a great camp.

ACTIVITIES: It didn't take a genius to realize that one could take

in only a tiny fraction of all the activities available. There were speakers like Dick Rutan, Jim Bede, FAA administrator Marion Blakey et.al. Each day had a line up of well over 100 forums from which to choose. Want to learn about forming metal into curved surfaces? Go to the forum on using the English Wheel. Maybe you're interested in the top ten reasons engines really quit. Go to the forum of that name or listen to Rod Machado talk about defensive flying while doubling as a stand up comic. The list goes on and on without hope of getting to more than a few of those that pique your personal interest.

Pioneer Airport and the EAA Museum are also a must see. Allow at least a full half-day for this one. The museum has added a whole new kid's wing with a plethora of interactive stations. Some them were just as much fun for big kids. I mean really big kids like you and me. I managed to get on the model airplane simulator. You have no idea how hard it is to fly from outside the cockpit. George invited us all to join him at a NAFI breakfast, which included numerous award presentations. The surprise speaker turned out to be Ms. Blakely.

Of course all of this is before you start walking the flight line trying to see as many of the 11,000 or so planes parked on the flight line and in various other spots including the "North Forty" and the Warbird area. There was a whole area filled with RV 4-6-7-8's etc. I got a picture and the entire frame is filled with RVs. It dispels any doubt that this great line of experimentals is at the head of the pack for completed kits.

AIR SHOW: Oh yeah, there was an air show too. Every afternoon!!!! The introduction each day included a group parachute jump with one jumper supporting a huge American Flag fluttering in the wind while a young woman sang the national anthem. (She had a great voice range and actually sang it the way it was written and as we learned it as school kids.) May sound corny to some of you but it set my old heart fluttering.

Taps with a missing man formation honoring those lost in the current war had the same effect. There was a terrific array of performers; Shawn Tucker in his colorful biplane, numerous other individual aerobatic performances, and formation flying by the Red Baron group. I've never seen tailslides of such duration with the airplane rolling at the same time.

We watched one of the performances sitting at the campsite with a beautiful blue sky and the absolute white underside of a cloud overhead. Then came the sound of a number of round engines and, silhouetted against that beautiful white was a B-17 with two B-25s in trail. It was a highlight for me.

Did I enjoy my fourth visit to Oshkosh in my 73rd year???? YOU BET I DID!!!!!! Do I hope to go again and enjoy those six nights of sleeping on the ground in a tent? YOU BET I DO!!!!!!

I hope anyone who reads this will start planning for Air Venture 2005. I am!!

pilot's brochure and airway manual cards were published and released for distribution on May 27. Wide distribution is planned to pilot's organizations, flight schools, aviation agencies, and airport users in the Puget Sound region. Website enhancements (described above) were added to KCIA's webpages in June

Continued on page 5

St. Mares, Idaho

**"Uncle" Bob Hammer,
Yakima Valley Chapter**

It was one of those days we seldom get to enjoy especially when one "matures" and "grows up". Remember when you were young and your life was full of spontaneous events? You would get up in the morning with play on your mind wondering what the day might bring. Then a friend would knock at the door or you might go knock on his or hers and within minutes the play began. No planning here, just great expecta-



tions of fun. And in most cases, that is what occurred in one form or another, for the most part because we willed it with imaginations ripe with ideas for fun. For me, it could have been riding bikes, going to the fishing hole, working on a car or a friend's car, building or flying a model plane, or playing ball and the ball being used would be determined by what was in season. Hunting worked the same way. Shotguns in bird season; a rifle in deer season.

As I grew older, the car as it related to GIRLS really took center stage. Or was it the other way around. Of course it was. As I grew older and college and jobs and occupations loomed and then dominated my life, "fun" took a back seat and slowly faded into a pleasant memory. Sadly, spontaneous fun really faded to be replaced by "planned" fun. It seems that to be an "adult" means to not be spontaneous. At least that is the garbage that I bought into. And pretty much that is what it is like for me today. But every so often that little spark that lingers touches off a totally unplanned day of nothing but fun. And I revert to that spontaneous "lets go play" attitude that I had as a youngster.

What really helps me in getting to this state of mind is the AIRPLANE. How about you? Do you walk up to your ship or view it as



you open the hanger doors and see potential fun, excitement, thrills, adventure? As you pull it out or untie it, do you feel potential energy just begging to be unleashed? Does it talk to you, does it whisper in your ear and say "lets go play", just like your friend who knocked on your door used to do? Does it get your imagination going crazy to the point where you're fighting with the kid inside of you trying to come out and play?

And is the adult in you saying that there has to be some point to the play instead of the play being the point? And as you're standing there trying to sort out all this madness and you notice a plane taking off, do you wonder wistfully where it might be going, or as one lands, where it came from? I bet you do!



And so it was on a perfectly "flying friendly" day that I called up Dennis Franz who, being self employed as I am, is quite often willing to drop the tools for a chance to get in some flying. I was simply going to take a half hour and fly to Cowiche to take pictures of some land I was listing for sale. Dennis would do the flying and I would snap a picture or two then it was back to the airport to fill up at McAllister's before putting the plane back in the hanger. As I was filling up, I looked over at Dennis and said "you know we have full tanks, the plane is out, the day is young and all I really want to do is go somewhere in this traveling machine". "Let's go to St. Maries Idaho", he said. And so that is what we decided to do. A quick stop to pick up a current sectional at Air Classic and a glance at the big map they have on their wall (thanks to Tom McMahan), and we were on our way.



The Firing Center was cold and so off we went towards Ritzville and then a slight right turn toward St. Maries. A wall of small Cumulus clouds lay east of us, and I awaited the turbulence that would probably be with us as we passed under them. Dennis did the flying as well as most of the navigating leaving me to double check the map against what I saw outside and for the most part just be a passenger and enjoy the sights below as they passed by. The rolling wheat fields are quite beautiful and stretch in all directions to the horizon. Small towns with a grain elevator or two punctuate the two lane country roads. Dennis was raised in this country on some 6,500 acres and did plenty of tractor driving on most of it, so his view is nowhere near as romantic as mine. As a result, he really knew this neck of the wheat very well, leaving me to wonder why we needed a map at all, what with his constantly correcting me with the name of the town we were passing over or which could be seen in the distance. Soon Ritzville came into view, and with a slight right turn to the east, we were headed directly towards St. Maries. The landscape started to roll more as we approached

Ranger Crdeek Vandalism Follow-Up

Tom Jensen, Airports Director

The following note is my email to Jim Scott (WSDOT-AD Airports Director). He replied that he agrees, and we both plan to discuss this further. I'm sharing this with WINGS readers to advise there are some nasty people out there, but that I feel the good people can and should do something about it.

the base of the Rockies, and lakes became more and more prevalent. Those Cumulus clouds also were getting closer, but even after traveling some 200 miles and reaching St. Maries, they were still East of us. St. Maries lies in a small, tree lined valley at the intersection of the St. Joe and St. Maries Rivers as well as the southernmost tip of Lake Couer



d'Alene. The water, trees and valley make for a very picturesque setting for this small logging town. Dennis' wife Kathy was born and raised here. The airport is very accommodating to pilots. The "windsock" is a real live F100 that rotates atop a 20-foot high tower! Avgas was around \$2.65 a gallon. We filled up!! Clean 4WD SUVs are available for donations and gas. They ask that you not keep them more than 24 hours, but I bet arrangements could be made. I'm told that fly fishermen come here from hither and yon to take advantage of the great fly-fishing these rivers have to offer. Dennis has invited me to fish early Fall for Silvers on a lake south of town. I'll be reporting on the catch in a latter publication. We took a loaner car and trucked up to the local hamburger joint and dug in to a



couple of quarter pounders. As we walked in, all eyes were upon us. Apparently these folks know a stranger when they see one. Welcome to small town America, but hey, I live in a place called Tieton, population small, so I know the drill. After lunch we headed on back to the airport, put our donation in the box provided, talked to a fella by the name of Gary Hart who built that over sized Cub like airplane from scratch!! He calls the ship Super Bear, by the way, and if you want to know more about how a guy builds a plane from scratch, he would be more than happy to talk to you. His email address is hartsuperbear@yahoo.com. All of this is a mere 1.5 hours from Yakima in most of the planes we fly. I wonder how many other great destinations await one of my eventful landings?

Jim,

I talked to (law-abiding good guy ATV riding friend) Steve Howard at Boeing this morning (July 27). He has a broken nose and some really ugly bruises.

He was riding in the ATV-approved area at Ranger creek and hit a nylon rope which was stretched between two trees. This beat up Steve pretty badly but would have probably killed a child (because it would have hit at neck level).

Steve stopped by the USFS station and they took pictures of his bruises (I bet they weren't as colorful as they are right now.)

Like all of us (or most anyway), he pays taxes and deserves safe conditions.

I find myself outraged, but don't know what to do about it. I note that we (pilots) "got back" Ranger creek only because we preached that it was multi-use and got support from the other users. The only thing I can think of which might help may be to formalize a network of Ranger Creek users (pilots, sailplane pilots, Volksmarchers, Boy Scouts, Back Country Horsepeople, SAR groups, NPS (because they use D69 for

rescue work) and USFS; this might provide a means to notify of incidents like the above and let us all look out for each other.

Tom

I note to WINGS readers that Steve was the fellow who cleared remains of a fire from the runway at Ranger Creek. These remains were dark and would be hard to see from the air but they contained partially burned boards and nails, obviously constituting a hazard to aircraft.

There are two messages here: keep your eyes open for your safety, and look out for other users of "our" airstrip. Remove hazards, preferably after documenting them with photographs, and put your thinking caps on. Don't let the bad guys win and please send me your ideas.

Fly-Quiet Program

Continued from page 4

and are accessible at www.metrokc.gov/airport.

King County International Airport embarked on an ambitious Fly Quiet Program that was developed and implemented a year after the appointment of a new airport director and prior to submission of the Part 150 Study to the Federal Aviation Administration. This occurred because KCIA made "neighborly flying" procedures a high priority and because KCIA believes it should be a leader and model amongst regional airports to set an example as a "good neighbor."

CHAPTER REPORTS

Presented in the order that best fits the layout space available - two reports - easy.

GREATER SEATTLE

Michelle Condliff, President

Bandera State Airport Opening

The Seattle Chapter launched the summer flying season with a work party at Bandera State Airport, to do some basic cleanup and maintenance. The chapter has adopted this field, which was one of our first state airports. It was constructed in 1948 and still serves as a vital emergency airstrip. Each year, the chapter helps to ensure that the field is in good condition by painting runway markers, removing weeds, and doing other general cleanup. This year, we found that the trees are starting to encroach on the runway. We were not equipped for a job this large in June, but are tentatively organizing a second work party in September to tackle cutting back the trees. By then, the mosquito population should be mostly gone!

Summer Flying

This summer, we have been utilizing our monthly meeting time to get out and fly. We completed a tour of the San Juans with fly-outs to Friday Harbor in May, East Sound in June, and Roche Harbor in July. The next chapter event is a fly-out on Saturday August 21. We are planning a morning flight to Lana's Hangar Café in Hoquiam for the plate-sized pancakes. We'll meet at 8:30am at the Galvin Executive Terminal and head out at 8:45am. Galvin is off of the A2 taxiway on Boeing Field, adjacent to the Terminal Building. You can also meet up with us around 10am at Lana's. If you'd like to join us, contact Michelle Condliff (condliff@hotmail.com) for further details.

BFI Pilot Resource Group and the Fly-Quiet Program

Last fall, the Seattle chapter was contacted by the Sharyn Parker, the Noise Officer at Boeing Field. Sharyn was seeking nominees to represent general aviation pilots to assist in developing and implementing a successful Fly Quiet Program. Several Seattle chapter members volunteered to participate, and in the months following helped to shape a revised pilot's brochure, curriculum for an awareness program, and incentives to motivate pilots to use procedures and routes to reduce noise in sensitive areas. In addition to pilots, the working group also had representatives from airport tenants and the ATC. This team has proven to be an excellent example of individuals from various aviation-related communities working together to provide benefit to aviation as a whole. The group was originally intended to be temporary - it would disband after the Fly Quiet work was complete. However, through the course of revising the pilot's brochure, concerns were raised as to the safety of the Vashon

arrival and departure procedure. Thus, the group is in the process of working with the FSDO to identify a good alternative that works for pilots and controllers, all while keeping complex airspace and noise concerns in mind. We anticipate that this Resource Group will continue to meet to work on this, as well as other airport-related issues.

SPOKANE

Debbie Dickerson

Spring is here in Spokane with summer fast on her heels. Spokane's WPA Chapter is gearing up for a lot of fun summer flying. Our newly formed Scholarship Committee has been hard at work putting together two new aviation scholarships. The scholarships are ready and have been sent to Inland Empire FBOs, area aviation clubs (WPA, EAA, 99's), and area high schools and colleges. **Both scholarships are for \$500.00. One is for flight training and will be awarded to a soloed student pilot, private or commercial pilot to be used toward the completion of any air certificate or rating. The other is for aviation studies.** Applications are due on August 1. We appreciate the help we received from the Green River Chapter.

Paul Dickerson, our president, Debbie Dickerson, our president-elect and Jeff Renfrow, a Chapter board member braved howling winds, low ceilings and thunderstorms to attend the State Board meeting at Pangborn Field in Wenatchee on March 27. We are pleased with the effort being made to have State meetings around the State. We were all impressed with our new State president, Kirk Kleinholtz. He is very positive and we here in Spokane have adopted his challenge that every pilot be an ambassador of good will and seek every opportunity we get to talk positively about aviation. Following the meeting, Paul, Jeff, and I bounced our way home well pleased with the State of WPA.

Paul and I left on April 1 for our great adventure flying our Maule cross country to the Bahamas. We returned on April 25. We flew 22 days of the 25 days, dodging hail, thunderstorms, tornadoes and wind for much of the way. There were enough highlights to fill a book. We visited Kirk Kleinholtz's new plane being refurbished in Corona, California at Maule Mods. We flew the Grand Canyon. What a thrill! We spent two days at Sun n Fun in Lakeland, Florida. We were vectored over six of the busiest airports in the United States. We spent a day at Laughlin, Nevada sharing the town with 60,000 bikers. The Bahamas were truly a piece of paradise and indescribably beautiful. We spent ten days flying to nine island resorts in the spectacular Islands of the Bahamas. Our adventure tested our skills. It stretched our personal limits and we were not found wanting. Our trip was magical; not easy but magical. It opened worlds for us that few people are ever able to see, smell, touch or experience.

While we were gone, Tom Jensen, State secretary of WASAR spoke to a full house of WPA members at a dinner meeting. He flew to Spokane

from Seattle for our April dinner meeting in his cherished and beautifully polished C180, presented a wonderful power point presentation and flew back the same night. Now that's true dedication!

In May, our WPA Chapter hosted a LongHorn Barbecue catered presentation by Mitch Roland and Lisa McCorry, two Spokane Air Traffic Controller from Geiger International. The meeting and presentation was held at Spokane Airways. Mitch gave a great talk on the day to day operations of controllers. Mitch and Lisa also offered hints and tips for pilots on how to easily transition through controlled air space. He listened to our concerns and pledged that the GEG controllers are there to keep us safe and they are dedicated to customer service.

We were excited about our annual Navigational Rally set for June 5. Did you know there are only two Navigational Rallies in the U.S. and the Spokane WPA Chapter has one of them!! Mike and Maggie Eller have organized it for several years and this year was no exception. We met for breakfast early Saturday morning. After breakfast, Mike was to give a pilot briefing and hand out sheets with 10-12 checkpoints for each participating pilot to locate using his/her navigational skills. It was to be a round robin with the final destination being back at Felts for a barbecue in conjunction with an EAA Fly-In. There was even our own pilot rock 'n roll band, *The Retrogrades* for those who wanted to kick up their heels and dance or just enjoy the airport ambience. Well, on June 5 several WPA members showed up early at the Skyway Café for the Navigational Rally. We had a great visit but as there was a line of thunderstorms reaching all the way to southern Oregon, we wisely decided to cancel the flight. The barbecue and live band held in conjunction with the EAA Fly-In that was also weathered out, went on as planned although there were many fewer participants than hoped for. We are doing a lot of collaboration with area aviation clubs this year and we are trying to provide activities that will be enjoyable to all members of our

On July 28, Duane and Judy Cocking hosted our annual picnic. It was held at Ellerport, a beautiful air park on Newman Lake. Many of our WPA families attended. Huge thanks go to Duane and Judy for all their work, to Dave Lucke for hauling table and chairs and to Tex Gaston for his fabulous gourmet beams, and to the Retrograde band for their great musical entertainment. There was good food, good music, great prizes and fun for all. We got a lot accomplished during our general meeting that day, too. Tom Morris did a thorough presentation on his Adopt-An-Airport proposal. We voted to adopt the Lower Granite Airstrip which sits on the shores of the Snake River at Boyer Park. The airstrip was built years ago by the Army Corp of Engineers during the construction of the Lower Granite Dam. The runway is 3500x50 feet. It is a great recreational area with boating, fishing, hiking, camping, its own marina, hotel and RV campground all within walking distance of the airstrip. Tom met with Jim Scott of the Washington State Aeronautic Divi-

sion early in June to look over the idea. Tom proposed paving or sealing the airstrip. Our Chapter involvement would be to help acquire the grants needed for the surface improvement, and annual maintenance of the airstrip grounds. With two airport closure a month across the country, it feels good to be a part of a chapter that is working on improving and keeping a current airport open. The Chapter also voted on developing annual Chapter awards for our members. Some suggestions were: Pilot of the Year, Sponsor of the Year, Spark Plug of the Year... These awards would be for our pilot and non-pilot members.

On August 18, Blake McKinley has coordinated a discussion with Bobbie Russell who will be speaking on flight physiology. She is retired from the military where she taught flight physiology. Some of the topics she will be speaking on are, hypoxia, nutrition, rest, night flying, IFR, altitude and stress as they relate to flying. It should be a fun and informative meeting.

Plans are well under way for our Pinch hitter course scheduled for September. We will focus on radio and navigation skills, understanding cockpit instruments, preflight and basic landing skills. We will have a chance to share stories, frustrations and ideas on how to share the workload of the cockpit with the pilot. On Sunday, several local CFIs will be available to give hands on flying practice of the skills we will be learning. Mike and Maggie Eller are also making plans for this year's Fall Foliage Flight where Chapter members go flightseeing with veterans from our local VA Hospital

As you can see, our Spring and Summer flying season was full of fun and information. Remember, *"Once you have tasted flight, you will forever walk the earth with your eyes turned skyward, for there you have been, and there you will always long to return."* Leonardo da Vinci ✈

COAST GUARD AUX AIR

Continued from page 2



Environmental Protection, Recruiting, Administrative Supports, and last but not least Security through the use of your aviation assets. Additionally, and a USCG Auxiliariist you can perform all the duties of a regular Coast Guard member except in the performance of law enforcement missions. All active duty Coast Guard training courses are offered free of charge to Auxiliary members. You will be required to attend one monthly meeting in uniform (basically the regular Air Force uniform which can be purchased for under \$100 at McChord Air Force base, and is tax deductible).

If you are interested in enhancing your aviation skills, meeting new friends, acquiring free flying hours, and contributing to the protection of your country, then please contact Michael Sealfon @ (253) 850-7515 or via email at wa2ocg@aol.com. ✈

2 Survive, 1 Killed Downed Cessna 182 in Olympic National Park

Excerpted from
National Park Service Release

August 4, 2004. An Olympic National Park rescue crew reached the scene of last night's Cessna 182 crash at approximately 9:00 this morning, finding two survivors and one person deceased. The two survivors will be assisted from the scene this morning; neither has life-threatening injuries. The body of the deceased will also be recovered today. Names of all persons involved in the crash will be released pending notification of next of kin.

The Hurricane Ridge Road has reopened to traffic. The Lake Angeles and Heather Park trails are temporarily closed to facilitate the rescue and recovery operation.

The crash was reported last night by campers at the Olympic National Park Heart o' the Hills camp-

ground, approximately five miles south of Port Angeles, at approximately 10:00 p.m. Shortly thereafter, a plane was reported overdue at Seattle's Boeing Field.

A search was begun at that time, but was hampered by darkness and poor weather. The search effort resumed early this morning and at approximately 6:15 a.m., a 911 operator received a cell phone call from one of the plane's passengers. The plane's wreckage was spotted soon after from the air in the area of dense forest and steep terrain, just within the Olympic National Park boundary near the Heart o' the Hills campground.

Rescuers from Clallam County Search and Rescue, along with Olympic National Park Personnel are conducting the rescue and recovery operation.

Free member Classified

Ads must be personal; i.e., no businesses. Ads will be run free in up to two consecutive editions of Wings.

3rd partner wanted - Lancair IV-P TURBOPROP to be hangared at Crest. 253-638-7038

Board Meeting Minutes

Continued from page 3

July; action by Tom Nesko?) The Dallas runway closing, as clarified, is not supposed to include all runways. Tom Jensen will draft a position paper.

3. Anacortes perimeter fence dispute and obstruction clearance. The FAA wants to fence the entire airport property, while the surrounding community insists the fencing closes in the runway and aircraft movement areas. There is a feeling that this is an effort to place further restrictions upon airport use and development and ultimately strangle the airport out of existence.

- New Treasurer needed: Treasurer David Almvig would like to retire his position, but will stay on until a replacement comes forward.

12:20 For the Good of the Order

Barbara Tolbert, Executive Director of the NW EAA Arlington Fly-In, made a presentation about event facility development and a Capital Campaign Project for the expansion of aviation educational facilities at Arlington Airport. President Kleinholz thanked Ms. Tolbert, for generously donating free use of the event tent for this meeting, as booth space was filled, with over 200 Exhibitors remaining on the waiting list that were not represented at EAA Arlington. A motion was made to contribute \$500 toward the Capital Campaign Facilities Expansion Program. This would expand exhibit areas and educational forums. The goal at the airshow was to raise \$100,000. The kickoff was by a private donor, who pledged \$50,000. That was followed by Peter Anderson, of Galvin Flying Service in Seattle, who pledged an additional \$30,000. After some discussion, enthusiasm prevailed, and the motion was tabled to discuss a suggestion of increasing the WPA donation to \$1,000. As the donation would serve to support a public/private venue, it was decided to table the issue for further discussion at the next board meeting.

- President Kleinholz explained that a major thrust of his organizational efforts in his remaining term will be to form and build relationships within the flying community. He reminded direc-

tors and WPA officers that, for the good of the organization, they must honor their commitments and attend events and meetings, even if they have to drive. If they feel that they are unable to fulfill these obligations, they should ask to be relieved. He went on to say that—of the approximately 20,000 registered pilots in Washington State—only about 1,000 are WPA members. This is a disappointingly small number, especially as the WPA is representing the state's pilots in many issues that affect us all. It also indicates that our message is not reaching enough pilots and that we should look to create new chapters. There's a tremendous talent in the pilot community and this could be brought to the many tasks ahead for the benefit of all.

The possible formation of a new chapter at Pierce County (Thun Field) was discussed. Efforts to create a new chapter there will be supported by officers who have identified a willing chapter leader and significant interest by pilots at that airport

12:30 Adjournment

The meeting was adjourned at 12:30pm by WPA President Kirk Kleinholz.



Where Did You Fly Last Weekend?

Pilot Getaways readers always fly someplace new.

Every issue brings new and exciting destinations for you to explore: Weekend Getaways. Romantic Escapes. Fly-in Dining. Remote Bush Strips. Even Complete Flying Vacations.

Don't miss out! Subscribe today at a special rate reserved for WPA members and start flying to the best destinations in the West tomorrow.*

To activate Your Flight Plan for Adventure call toll-free 1-877-PILOT-GW or visit www.pilotgetaways.com.

1 Yr \$16.95 - WPA Rate \$14.95
2 Yrs \$27.75 - WPA Rate \$23.95
3 Yrs \$33.75 - WPA Rate \$29.95

PILOT GETAWAYS
YOUR FLIGHT PLAN FOR ADVENTURE!

*Please provide WPA member number when placing order

Moore Aircraft Appraisal

Available in the Pacific Northwest

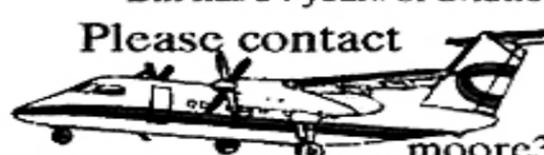
Quality Appraisal Reasonable Investment

Bill has 34 years of aviation experience

Please contact **Bill Moore**

509 276-7070

moore3@ix.netcom.com



Survivors

Continued from page 1

work with him. We learned that there were survivors and I was able to raise "Ranger zero nine" on LERN (Law Enforcement Radio Network).

Low clouds and weather were an adverse factor. Tom Evert spotted broken trees at the 3300' level about 2 miles SE of the campground. The tree cover was extremely heavy and over 100' tall. We later spotted pieces of aircraft wreckage stuck in the trees with shredded pieces of the aircraft below.

I provided the Ranger 09 with coordinates of the crash site for a ground rescue team. We encouraged them to get a helo lift as the ground team obviously had a rough hike ahead of them. Chris was also working with Tom Peterson to confirm the request and see what other helo capabilities might be available.- Ranger 09 got us in direct contact with USCG Air Station Port Angeles and after orbiting for 45 minutes we directed the helo to the site. Because of the heavy tree cover and height, he was unable to conduct a litter lift. I got to bingo fuel (zero time remaining on station) and landed at Port Angeles after being relieved by Long. (We would remain on station as long as necessary to ensure survivor's location by the ground rescue crew.)

While fueling, we listened to the arrival of the KIRO TV media helo. Tom Peterson had recently met with the news media on the topic of media coverage during searches. This seemed to have had a beneficial effect as communications and cooperation was great. A win-win situation!

It's a red-letter day when there are live survivors from an air crash. There have been well over 30 searches since 1993 and this is one of only two in which I can recall there were survivors. The Team works!

WPA Team Directory

President	Kirk Kleinholz	425-745-8984	res19nai@verizon.net
Immediate Past Pres.	H Allen Smith		
Secretary	Arthur Berkell	253-638-7038	berkell@earthlink.net
Treasurer	David J. Almvig	425-747-2055	david_almvig@email.msn.com
VP-East	Ron Baker	509-765-3208	wronbaker@moseslake-wa.com
VP-West	Jerry Blanchard	360-794-9232	jerry.w.blanchard@boeing.com
Airports Director	Tom Jensen	360-825-6777	c180tom@eskimo.com
Legislative Director	Jack McGoldrick	206-763-9706	moo3264ft@aol.com
Safety & Education	Al Hunter	509-886-0233	wowgofly@gte.net
WASAR	Tom Nesko	425-821-2780	tom.nesko@juno.com
Membership East	Don Newhall	509-233-8078	
Membership West	Joe Bryant	425-455-4846	classicpress@qwest.net
Members at Large	Jim Robertson	509-782-2874	jwr24r@gte.net
Wings Editor	Arthur Berkell	253-638-7038	berkell@earthlink.net
Webmaster	Rick Wickman	360-412-9229	webmaster@wpaflys.org
Stuart Island Cabin	George Konrad	206 772-0714	
	konradstowinginc@comcast.net		
800-WPA-FLYS	Nancy Jensen	800-WPA-FLYS	NW99@eskimo.com

Calendar of Events

Al Banholzer Green River Chapter

This list of aviation related events occurring in our area is a service to our members. Obviously, these events are not sanctioned or promoted by WPA, but are provided to you as an aid in identifying flying events in which you may want to participate. We try to make sure the information is up-to-date and correct. However, there is always the chance that situations change at the last minute. Therefore, before you head out, we strongly recommend that you check with the person listed with each event to insure the event is still scheduled.

There are just too many great activities that are held every year that we only hear about after the event. WINGS wants to correct this situation by trying to list all of the flying events within the state or surrounding area. This can only be done with the help of you, our Chapters, and our other members sending in news of events in your area. Please email all information concerning events to events@wpaflys.org or call or fax the news to (425) 228-6330. Help us make this Calendar in *Wings* a very useful item - send in the events!

AUGUST

- 13 Safety Breakfast - Port Angeles 08:30 (CC) - Steve, 360-452-6601
- 13-14 Colville Valley Annual Fly-in (CV) - Harley Howell 509-684-2105
- 13-15 McCall 18th Annual Family Fly-in, McCall, ID - 208-344-8775
- 13-15 Abbotsford Int'l Air Show, BC - Season Roy, 604-852-8511
- 14-15 Oregon International Air Show, Hillsboro Airport, OR - Judy Willey, 503-615-0669
- 14 Concrete Annual Potluck Picnic (EAA 818) - 360-770-0270
- 15 Return to Thun Field Fly-in, Puyallup, 10-3 - 253-841-3779
- 20-22 44th Northwest Antique Airplane Club Fly-in, McMinnville, OR - Carmen, 360-892-1817
- 21 52nd Annual Corn Roast and Fly-in, Harvey Field, 12-4
- 25 Wings Program, Clover Park College, Thun Field, 7pm - Scott Gardiner, 425-227-2880
- 25 Lewiston, ID, Fly-in Breakfast, 7-10:30, EAA# 328 - Jim Otey, 208-746-8488
- 26 Wings Program, Museum of Flight, 7pm - Scott Gardiner, 425-227-2880
- 27 Safety Breakfast at Port Angeles 08:30 (CC) - Steve, 360-452-6601
- 27-29 Republic 4th Annual Fly-in and camp out - Justin Smith, 509-775-3911
- 28 WPA State Board of Directors Meeting, Republic - Kirk Kleinholtz, 425-745-8984
- 28 Pilot Safety Seminar, Regal Air, Paine Field, 10:00-12:00 - 800-337-0345
- 28 Airport day fly-in and Pancake Brunch, Port Angeles - Tim Riley, 360-460-4655
- 28 Hoquiam Fly-in and home-made ice cream

- social, (EAA 367) - Dan Murphy, 360-289-2740
- 28-29 Astoria Airport and Coast Guard Air Station Fly-in, 10-3 - John, 503-861-1222
- 28-29 Toledo Fly-in and Threshing Bee - 360-864-4400

SEPTEMBER

- 4 Twin Oaks Airpark, Hillsboro, OR, Fly-in Breakfast - EAA #105, 503-646-8763
- 4 Bremerton Blackberry Festival and Fly-in - Fred Salisbury, 800-462-3793 x 17
- 4 Hanger 15 monthly Weenie Burn and Open House, Bellingham, 11-2, 360-671-2250
- 4 Prosser Fly-in 7:30-10:30 (EAA 391) - Bob Shaw, 509-735-1664
- 4-6 Packwood Annual Flea Market, 9-6 - Steve, 360-494-2223
- 10 Safety Breakfast at Port Angeles 8:30 (CC) - Steve, 360-452-6601
- 10 Paine Field Chapter Hanger Party & Barbecue. 6:30pm (PF) - Russ Keyes, 425-513-5633
- 11 The Dalles Fly-in and Air Show - 509-767-1134
- 11-12 Oregon International Airshow, Hillsboro - Judy Willey at 503-648-0706
- 11-12 WSDOT CFI Revalidation Clinic, Spokane - register 800-552-0666
- 11-12 WSPA Splash-in on Lake Cushman, 10:30 - Bob Dempster, 206-772-7623
- 16-19 Reno Air Races, 8:00am to 4:00pm - Mike Houghton, 775-972-6663
- 18-19 Oregon Air Fair, Linn County Fairgrounds, Albany Airport, Gwen Morrow, 503-381-0997
- 18 Tillamook Air Museum Planes, Trains and Automobiles Fly-in, 503-842-1130

- 18 Packwood "Blues at the Mill: Festival, 14:00-? - Steve, 360-494-2223
- 18 Wings Flying Program, Orcas Island at Rugby Aviation - Frank Cantwell, 360-376-7139
- 22 Wings Program, Snohomish PUD Auditorium, 7:00pm - Scott Gardiner, 425-227-2880
- 23 Wings Program, Museum of Flight, 7:00pm - Scott Gardiner, 425-227-2880
- 24 Safety Breakfast at Port Angeles 08:30 (CC) - Steve, 360-452-6601
- 24-26 The Great Prosser Balloon Rally and Glow, Prosser Airport - 800-408-1517
- 25 Pilot Safety Seminar, Regal Air, Paine Field, 10:00-12:00 - 800-337-0345
- 25 Lewiston, ID Fall Food Fest Fly-in - Roger Lindsey 208-743-7369
- 25-26 Kamloops Int'l Airshow, BC
- 25-26 Mountain Flying Clinic, Ellensburg - WSDOT, 800 522-2880 to register

OCTOBER

- 2 Twin Oaks Airpark, Hillsboro, OR, Fly-in Breakfast - EAA #105, 503-646-8763
- 2 Hanger 15 monthly Weenie Burn and Open House, Bellingham, 11-2, 360-671-2250
- 2 WSPA Splash-in at Will Rogers/Wiley Post, Renton 10:30 - Bob Dempster, 206-772-7623
- 2-3 Wenatchee Aviation Day and fly-in, 07:30-14:00 - Arnie Clark, 509-884-2494 ext 6
- 2-3 Oyster Festival at Fair Grounds alongside Sanderson Field, 360-427-9680 ext 391,
- 2-3 Final Flight Festival of the Year, Olympic Flight Museum - Bill Synder, 360-705-3925
- 8 Safety Breakfast at Port Angeles 08:30 (CC) - Steve, 360-452-6601

2004 MOUNTAIN FLYING CLINIC AT ELLENSBURG

We all pay our Washington Pilot Registration fee each year and one of the big benefits pilots get back is a super Mountain Flying Clinic each year that is free to all registered pilots. This year it will be held on **September 25-26** at the Ellensburg's Airport. This event is sponsored by the WSDOT Aviation Division with the help of the FAA, WPA, WASAR, and friends at Ellensburg. This is a great free clinic where you will learn to appreciate the unique requirements for safe flying in our mountains. The ground school portion of the MFC is open to everyone. Then, if a pilot wants to put to practice what was learned in the ground school, MFC mentor pilots who have mountain flying skills are available to go with a pilot for a flight up in the mountains for a little hands on experience in mountain flying. You must make a reservation for this clinic by call the Aviation Division at 800-552-0666. Put this clinic on your flying calendar and experience a different type of flying.

From Kirk

Continued from page 4

basis. In the near future, we will also be giving representatives of each chapter the ability to directly submit and publish information on the state WPA web site without the need for assistance or intervention by the web master. Alan will also be working at promoting our organization to the public through press releases on our many noteworthy activities throughout the year.

If anyone reading this message has ideas for improving our web site and our communication with members, please contact me or any of the individuals mentioned here. Contact information for each of us can be found on the State WPA web site or on the individual web pages for the chapters to whom the volunteers belong. We would also welcome volunteers with particular expertise in graphic or web site design, as we hope to improve the look and feel of our web site.

I hope you all are enjoying a summer of fantastic flying weather.

Regards and safe flying, *Kirk*

OREGON AIR FAIR

This event is similar to the Northwest Aviation Trade Show held each year in Puyallup. The Oregon Air Fair will be held this year on **September 18-19, from 9 AM - 5 PM**, at the Linn County Fairgrounds, which is adjacent to the Albany Airport. The Fair will have aviation Speakers, vendors, workshops, displays, a kid's only area, and several FAA Wings Seminars. Featured speakers this year are Bill Lishman and Rod Machado. If the weather is agreeable, this will be a nice flight from Washington and an opportunity to look over what is new in aviation and maybe attend an FAA Wings Seminar or two.

LEARN TO FLY

Helicopter & Airplane
FAA Approved Flight Training
Private - ATP



- Tailwheel • Multi Engine
- Scenic & Photo Flights • Charter
- Student Financing Available
- FAA Written Computer Testing
- FAA Check Rides & Flight Medicals

Approved for Veterans * Immigration M-1 Visa

... Professionals With Experience
Training Pilots Since 1945

Web: www.snohomishflying.com * Email: snofly@harveyfield.com

SNOHOMISH FLYING SERVICE
Harvey Field 360 568-1541

WPA Wings Deadlines
for 2004 and early '05
Thursdays

Sept 30th, Nov 25th, Jan 27th
Submission information
- see p2.