



**Newsletter
April
2009**

RICHLAND PASCO KENNEWICK VOL. 1 NO. 3

NEXT MEETING

**Thursday, April 23
6:30 p.m.
Bergstrom's Aircraft
Pasco PSC**

SPEAKER:

Jim Morasch

**Goals, Projects &
Outlook for
Tri-Cities Airport**

OFFICERS:

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President's Message: Marjy Leggett

This is the time of year when the warmer weather and clearer skies beckon us pilots to pull the plane out of the hangar and enjoy the freedom that piloting allows us. The drone of the engine, the peace and beauty of the green and golden mosaic of farm fields below, the warm sun beating in through the windscreen, the freedom to fly wherever one chooses. These are only a few of the gratifications those who are privileged to fly are able to experience.

That freedom to fly is pretty important to us. Unfortunately, there are those who don't understand that just as they cherish their freedom to hop in the car to go across the mountains, to the next city, or even to the grocery store, those of us who have earned our pilots license cherish our freedom to fly just as much.

It seems that obstacles are continually placed in our path. Someone wants to plant houses near an airport. Houses seem to propagate like dandelions in our back yard; and once they are there, the dandelions are easier to remove. Houses bring people who don't like the sound of airplanes, resulting in a skewed departure path to comply with a noise abatement program and jeopardizing the safety of pilots.

A city council decides the flat airstrip would make a perfect strip mall location. An energy company erects windmills near the approach area, and cell towers affect the minimum altitude restrictions on approach. All of these are impediments to flying and can take away that freedom we all enjoy. All of these examples involve land use.

What can you do? You can take part in the Long-Term Air Transportation Study (LATS) survey. Let the Washington State Department of Transportation know how you feel about protecting your airports and what needs to be done to improve the aviation transportation system. Do we need tax breaks for private owners of public airports? Do we need monetary consequences for local governments who violate or ignore the law that protects airports? As Essential Public Facilities, should their future rest in the hands of the local jurisdictions, or should all airports be State run? How should they be financed? Who should oversee airports? Who should oversee the local governments who currently own airports? Should private owners receive state grants if their airports are public? Is the current law too soft? Currently, the law is full of "shoulds". What if a city, county, or port that "should," "doesn't"? Since 1980, Washington has lost 17 airports. Since the LATS study began in 2005, we have lost three. We once had over 300 airports in Washington. With Blaine's closure, we are now down to 138.

The deadline for commenting on the LATS study is April 17, 2009. Go to <http://www.wpaflys.org/> and scroll to the bottom of the page where you'll see PILOT ACTION NEEDED. There is a blank workbook and a completed workbook with suggestions, which can help if you are unsure of your position.

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Don't sit back and think AOPA or WPA will take care of you. AOPA and WPA are made up of individuals. It is the power of those individuals who make the difference.

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Let's keep those freedoms that we enjoy intact.

WPA Mission Statement:
"To Advance the Interests of
General Aviation in
Washington State
Through Advocacy,
Outreach, Education, and
Social Activities."

WPA Tri-Cities
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If you know of
other businesses
who would like to
participate in the
Business Partnership Program,
contact Marjy Leggett at
MarjyL@charter.net or
(509) 5474347



IMPROVEMENTS PLANNED FOR RICHLAND AND PROSSER

Director of Airports and Operations John Haakenson addressed the Tri-Cities WPA with an update on the latest happenings at the Richland and Prosser Airports.

Plans at RLD include completion of the runway 1-19 construction project by repaving the intersection with runway 8-26. This will necessitate closure of the airport for a few days this summer. There are also plans to install a precision approach for Runway 19, but it has not yet been decided whether it will be an ILS or a WAAS approach.

The Port of Benton also plans to shift the Prosser runway 1000 feet further west, to ensure an adequate runway protection zone. The east end of the runway will be shortened by 1000 feet, so there will be no net change in the length of the runway. The FAA is contributing \$2 M to this project.

Local Membership Benefits Program

Show your WPA Membership Card and receive the following benefits from the following business partners. Be sure to thank them for their participation:

Business and Contact	Location	Types of Benefit Offered
Bergstrom Aircraft, Inc	KPSC	<ul style="list-style-type: none"> • 10 cent discount per gallon on fuel • 10% off pilot supplies & gift shop items, including Washington wines • Cannot be combined with any other discounts
McCormick Air Center Teresa Hart (509) 348-1680	KYKM	<ul style="list-style-type: none"> • 25 cent per gallon discount on fuel (Full Service) • 10% Discount on VFR/IFR Certification • 10% Discount on I-COM & Garmin Handheld Radio and GPS
McAllister Museum Roberta Dela Houssaye (509) 457-4933 Call to arrange	KYKM	<ul style="list-style-type: none"> • 10 cent per gallon discount on fuel

*Have you printed your
WPA Membership Card?*



*Don't miss out on
Member Benefits
with our
Business Partners.*

*Your card will be effective
Now
Through December of 2009.*

*To Print your Card,
Go to: www.wpaflys.org
and
Click on the link:
[Printing Membership Cards.](#)*



Spreading Your Wings— Angel Flight

One of the great rewards of flying is being able to share it with others, and what better way to share your love of flying than to volunteer as an Angel Flight pilot! Not only do you have the joy of flying, but you also have the satisfaction of providing a badly needed service to others needing a helping hand.

Hospitals or social service agencies request flights for patients needing transportation to a facility in another city. The patients must be ambulatory and have a medical release from their doctor if under treatment. These are not emergency flights. Other missions include delivering blood or transporting kids to and from special needs summer camps. Once the request has been made to Angel Flight Headquarters, the mission is posted on the website and an e-mail request is sent to all Angel Flight pilots, allowing them to pick and choose which missions fit with their schedules and destination plans. Most flights are under 300 miles.

Once the mission is approved, the pilot is given patient contact information and he or she can then make arrangements with the patient for departure and arrival. The patient is advised that weather or other circumstances might prevent a flight

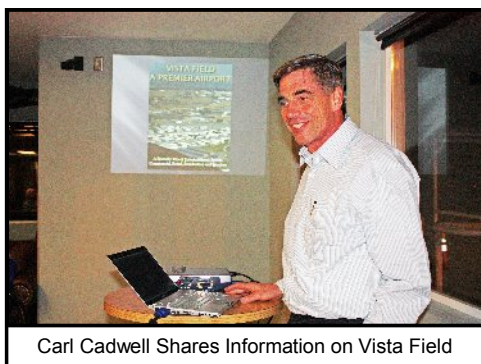
from taking place, so a back-up plan is recommended. The flight may also be cancelled by the pilot if weather or safety issues become a concern.

We all need a helping hand some time in our lives. Being an Angel Flight pilot allows you to reach out and use your piloting talents to give back to others in a self-rewarding way.

If you are interested in learning more about Angel Flight, come to an informational meeting Saturday, April 25 at 10:00 AM at Bergstrom Aircraft located at the Tri-Cities Airport in Pasco or visit the website at www.angelflightwest.org

Carl Cadwell Raises Vista Field Awareness

Thanks to Carl Cadwell for helping the Tri-Cities WPA to understand the complexities surrounding the Vista Field controversy. Options are A. Leave the airport as it, B. Close the airport, C. Enhance the area inside the fence, and D. Enhance the area inside and outside the fence. Dr. Cadwell took time to answer questions and give details about the possibilities for expansion at Vista Field. Renderings gave a visual reference of the proposal that is on the table for the Port of Kennewick Commissioners to consider. Economic comparisons between the City of Kennewick's Belt Collins report and the airport users were shared, along with the impact closing the airport will have on the Port's budget. Thanks, Carl, for a comprehensive look at the options for Vista Field.



Carl Cadwell Shares Information on Vista Field

High Altitude Hypoxia

By Marjy Leggett

You are flying along at 10,000 feet, the sun is beating into the cockpit, and you are feeling a little sleepy, a little warm, and content. Is it the environment or is it hypoxia?

Ten participants from the Tri-Cities WPA and seven from Spokane underwent intensive high altitude physiology training at Fairchild Air Force Base on March 6th for the purpose of recognizing their own body's reaction to a lack of oxygen.

Starting at a bright and early 7:00 a.m., the group learned how the body processes oxygen, what warning signs indicate the body may be experiencing a lack of oxygen, and what precautions to take.

Even though FAR 91.211 requires oxygen for the crew after 30 minutes of flight between 12,500 and 14,000 feet, depending on one's own body composition and physical condition, oxygen may be required at a much lower altitude. The *Civil Aerospace Medical Institute (CAMI)* recommends using oxygen when above 10,000 feet. Night flying can necessitate oxygen at even lower altitudes and smokers can experience hypoxia signs as low as 5,000 feet.

A morning spent learning about the physiology of high altitude on the body, possible effects, decompression, safety, and how to operate the equipment finally culminated in entering the high altitude chamber. Each person was fitted with a helmet and breathing mask. Practice operating the oxygen switches and alternate oxygen supply tank was done until each person could manage the equipment quickly and smoothly. Thirty minutes of breathing pure oxygen removed any nitrogen bubbles that might be in the blood stream.



Al Skinnell is fitted with his mask and helmet.

The adventure began with a simulated ascent to 6,000

feet to check for nose or sinus conditions, then the group descended to ground level. Next a rapid ascent to 8,000 feet at 3,000 feet per minute, then another quick ascent to 18,000 feet allowed the participants to experience rapid decompression, which would occur if a door opened or malfunction of equipment occurred at high altitude. Finally, the group zoomed up to a simulated 25,000 feet.

At 25,000 feet without oxygen, one has 3-5 minutes of useful consciousness. Each of us was given simple written tasks to perform which,



Participants listen intently to instructions.

when back on oxygen, we could self-evaluate. Although most of us felt competent while our masks were off, the written tasks proved our actual performance. Thought processes slowed and simple tasks, such as writing our name or computing simple addition and subtraction became challenges to complete within that short time frame minus oxygen.

The brain is the largest user of oxygen in the body, therefore the first of the special senses affected by oxygen deprivation is the eye. With increased altitude, the extra ocular muscles become weakened and uncoordinated and the range of use is decreased, causing blurred vision and difficulty carrying out near visual tasks. Colors and brightness are diminished. At



Don Clayhold, Ray and Marjie Wells Observe Those in the High Altitude Chamber.

a simulated altitude of 18,000 feet, the group removed their masks and gazed at a 12 inch square board with a Sectional piece on one side and a

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wheel of white and primary colors on the back. Within five minutes, the hypoxic effects were evident. Eyes strained to distinguish colors on the Sectional, the “cabin” seemed to darken, and the colors on the color wheel became indistinguishable. Given the signal to reapply our O2 masks, it was as if someone turned on the lights. Colors jumped out at us as our eyes immediately responded to the surge in oxygen. For this reason, the CAMI Staff recommends the use of oxygen at altitudes of 5,000 feet and higher at night and 10,000 feet during the day.

Hypoxia is insidious. When it occurs, you have two options—apply oxygen or descend. So, the next time you find yourself flying at a high altitude and you feel a little dizzy, warm, fatigued, air hungry,

euphoric, tingly, or nauseous, consider you might be experiencing the first symptoms of hypoxia.



Karin Rodland Takes a Spin in the Vertigo Chair.

Arrangements to experience the high altitude hypoxia physiology training must be made through the FAA in Oklahoma. Cost is \$50. For more information, call for scheduling at 405.954.4837 or go to http://www.faa.gov/pilots/training/airman_education/aerospace_physiology/

Airport Association Spring 2009 Conference

By Marjie Wells

Ray and I attended the Community Airport Association’s spring conference held in Wenatchee April 4, 2009. Persons from small airports in the state of Washington attended this conference. Among the items covered were:

- Local airport aid program administered by Washington State Aviation is accepting applications for grants until mid-May.
- LATS ready for public comment. It was stressed that we make sure that our small and medium-size airports are accurately presented and that requirements of the system are effectively noted. All of our efforts during the comment period will be extremely important. Marjy Leggett has previously reminded all of us to do this by April 17. As of the date of the meeting, few comments had been received so we must get going. If we don’t comment, the LATS study may be for naught. Comments can be e-mailed to: aviation@wsdot.wa.gov
- Airport Information System. This is to develop a computer-based, interactive, infor-

mation system for Washington’s airports. Airport sponsor involvement is vital to the success of this program.

- Washington State gaining GPS-based instrument approaches for our small airports.
- The Kodiak aircraft, locally built, with an international mission was presented.

Overall, it was a very informative meeting and these meetings are held biannually. All persons with an interest in preserving their small airports are encouraged to attend. Of course, the one that is near and dear to our hearts is Vista Field.

The fun part of it was flying our plane to Wenatchee. It was bumpy but very doable flying there and the landing was proper (that is, the mains touched first). We stayed overnight, attending the meeting, and returned the following day after the conference. Much less bumpy coming back. We felt a bit happy about making the flight ½ hour each way compared to driving 1-1/2 hours each way. Flying’s the way to go!