

Tri-Cities

WASHINGTON PILOTS ASSOCIATION



Newsletter
August
2009

RICHLAND

PASCO

KENNEWICK

VOL. 1 NO. 6

NEXT MEETING

Thursday, August 27
6:30 p.m.
Bergstrom's Aircraft
Pasco PSC

SPEAKER:

Jim Follansbee
Computer Software to
Plan Your Paint
Scheme

OFFICERS:

President:

Marjy Leggett
MarjyL@charter.net
(509) 547-4347

Vice President —

Secretary

Karin Rodland
Karin.Rodland@pnl.gov

Treasurer

Paul Keller
Paul.keller1@verizon.net

Newsletter Editor

Marjie Wells
Wells42@embarqmail.com

President's Message: Marjy Leggett

I've never thought of myself as a very political person. Even though I've voted in every election since I turned 21 (back then you couldn't vote until you were 21), my main interest was in the highly profiled presidential races. The local races didn't seem that important or that they would impact me as much as the presidential race. In actuality, the local races have perhaps an even greater impact on individuals than most presidential elections.

As I write this article, we are only days away from the primary election date which will determine who runs in the general election. This simple election could determine the future of our local airport, Vista Field. It is the local politicians who set policies, approve plans, write comprehensive plans, and spend our money. Across the state and the country sit local officials who have no interest in aviation, don't understand the value it plays in the community, and think an airstrip is a pre-flattened area just waiting for a strip mall development.

As the AOPA Airport Support Network Volunteer for Vista Field, I found that it only takes a few outspoken opponents to aviation to create a stir, and before you know it, the hornet's nest is buzzing with opinions both pro and con. A quiet little airport suddenly becomes a central issue of contention.

Even though we pilots just want to fly and be left alone, it doesn't work that way. If we don't step in and let those who are stirring up the pot know that airports are an essential part of the transportation system, we run the risk of losing airport after airport.

In Washington State, since 1980 seventeen airports have closed—three in the last five years. Where were the pilots and airport users? How could they let this happen? We have had enough! Our greatest power is with our pen and ballot. Use this opportunity, both in the primary if you haven't already voted, and in the general election to elect candidates who understand and support a community airport.

Although choosing supportive candidates is important in every community, we have an urgent issue looming over us right now in Kennewick. Vista Field hangs on by a thread—one vote will keep that airport alive. The future of that airport depends on filling positions with supportive candidates. To find candidates who understand the importance of airports, check out the list on page three or go to www.VistaField.org

But most important, **BE SURE TO VOTE!**

WPA Tours ATC

By Paul Keller

WPA Mission Statement:

*“To Advance the Interests of
General Aviation in
Washington State
Through Advocacy,
Outreach, Education, and
Social Activities.”*

WPA Tri-Cities

Contact Information:

President: Marjy Leggett

MarjyL@charter.net

(509) 547-4347

*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*

Four WPA pilots, and one guest, made the trip to Auburn to tour Seattle Air Route Traffic Control Center (Seattle ARTCC, Seattle Center, or, by its designator, ZSE), on Friday, July 10. Seattle Center is the high altitude air traffic control center for all of Washington, most of Oregon, and parts of western Montana, northern Idaho, and extreme northern California. ZSE also handles air traffic down to the surface outside and between those areas handled by local approach controls such Chinook, Seattle, Spokane and Portland approaches. Seattle Center handles the traffic at and above 11,000 feet above Chinook Approach’s airspace.



Center radar displays.

Seattle Center was established in 1962, about the same time frame as the other nineteen ARTCCs across the country. The ARTCCs, and their associated nation-wide long-range radar coverage, were established in response to a fatal mid-air collision between airliners over the Grand

Canyon in the 1950s. After several moves around the Puget Sound area early in its history, Seattle Center moved to its current site in Auburn. That site has since been expanded at least once, and now employs approximately 200 controllers, and a similar number of support staff, mainly involved in maintenance and training.

The tour began with a presentation on the history of Seattle Center, along with the broader picture of the establishment of the current nationwide enroute radar air traffic control system. Also included in the introduction was a description of Seattle Center’s airspace. Following this introduction, which was held in a training classroom in the administrative section of the facility, we were taken to the control room simulator, where controller trainees train using simulated air traffic on simulated radar consoles which are identical to those used in the actual

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

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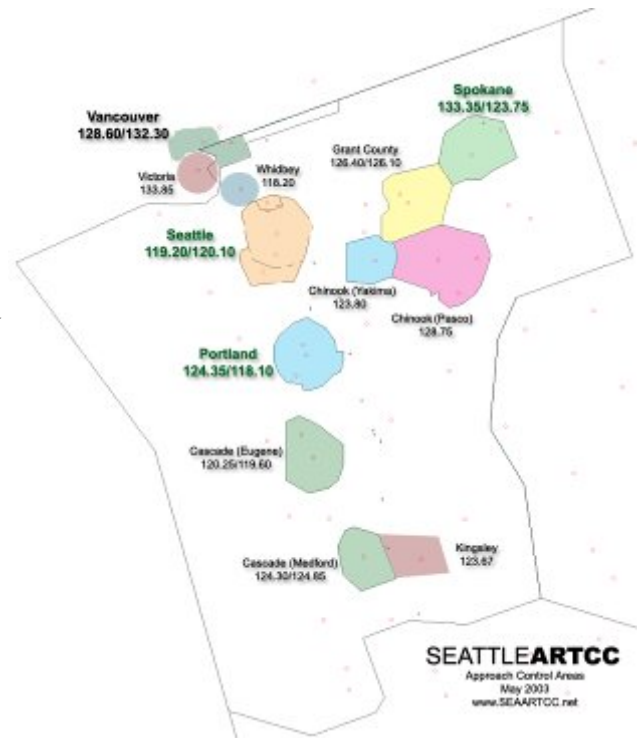
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Click on the link:
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radar control room.

After seeing the control room simulator, we were taken into the radar control room itself. As with the other large scale air traffic control radar room the author has seen (Potomac Tracon, the consolidated approach control for Washington, DC, Balltimore, MD and Richmond, Va), Seattle Center's radar room includes a situation desk, which maintains an overview of the overall air traffic situation within the Center's air-space. A major role of the situation desk is to determine hour-by-hour staffing levels needed at the radar consoles. Because air traffic control is now heavily computerized, the staffing levels needed for any particular time period can be predicted well in advance, based simply on computer projections of the number of aircraft predicted to be in any sector of the center's airspace in the future.

Seattle Center's airspace is divided into four major areas: South, covering southern Oregon and northern California, Central, covering northern Oregon, including the Portland area, Northwest, covering western Washington, and Northeast, covering Washington's East Side, and the airspace over Idaho and Montana, which Seattle Center handles. Fully trained center controllers are qualified to handle any sector in one area, but do not work traffic in any sector of any other area. Seattle Center's control room has about 50 radar consoles. Those consoles are modern, sweepless displays which present a computer-generated presentation of air traffic from several radar sites. These radar displays can be overlaid with the NEXRAD radar weather display, however, that radar weather picture has a latency period of eight to fifteen minutes. As a result, the controller's weather depiction should not be used for tactical weather avoidance. The familiar flight progress strips have been largely replaced by an electronic display and conflict monitoring system known as the User Request Evaluation Tool (URET). The radar coverage over central Washington is generally good, mainly provided by two air route surveillance radar sites, one just east of Spokane, and another in north central Oregon. The worst radar coverage in Seattle Center's airspace is generally in southeastern Oregon.



For those who missed this tour, if there is sufficient interest, another tour could be arranged. In general, weekdays are better days for tours, since more staff is available at the center. Tours are generally limited to a dozen or so visitors, with greater numbers being split into separate visits at different times. Those with an interest in a future tour of Seattle Center should contact Paul Keller, either via e-mail at paul.keller1@verizon.net, or by leaving a message at 509-375-0986.

AirVenture 2009

By Paul Keller

Tri-Cities WPA member Paul Keller flew to Oshkosh in late July in his Mooney to attend EAA's annual AirVenture fly-in and aviation trade show. For Paul, this was his eighth flying trip to Oshkosh in the last nine years, and first flying directly from Washington State since his move to the state a bit over two years ago. Arriving Saturday evening at approximately 6:30 PM local time, after the Bonanza, Cessna and Mooney mass arrivals in light arrival traffic, plenty of good camping spots in the so-called "North 40" aircraft camping area was still available.

For the first time in several years, the Oshkosh show grounds were remodeled somewhat for this year's show. The main gate was moved to west, increasing the space available for the main aircraft displays just inside the main gate. Two new diagonal roads from the main gate were also built, enabling shorter and faster access to the warbirds and vintage aircraft areas from the main gate.

A big attraction, literally, this year was one Airbus Industrie's A380s, which made a brief flying demonstration at the beginning of Tuesday's air show before landing and being put on static display and opened for tours until Friday afternoon. It then flew out at the beginning of the air show on Friday, again putting on a brief flying display before flying to Milwaukee to refuel for the return trip to Europe. The author found the A380 to be impressive in its size up close, and this is in spite of having previously kicked the tires of several C-5s and one 747 previously at Oshkosh and other air shows around the country. The A380 also seemed to have better short field capability than Boeing's Dreamliner, a 747 outfitted with an oversized fuselage for transporting 787 assemblies. The Dreamliner was a major attraction at Oshkosh last year.

As usual, the author spent most of his time at forum presentations. The most interesting were one forum presented by an NTSB aviation accident investigator on recent air crash investigations, two forums presented by aviation maintenance consultant Mike Busch on aircraft maintenance, and an evening presentation by Airbus Vice President and Chief Test Pilot Claude Le-laie on the A380 flight test program.

In spite of the economy, it seemed to the author that this year's AirVenture was well-

attended in terms of the number of people attending the show. Nonetheless, contrary to EAA's claims, it also appeared that the number of general aviation aircraft flying in and parking in the "North 40" GA camping area continued its decline which began with the 2004 show. If EAA wants to still claim that the North 40 aircraft camping area was filled to capacity, then they must be redefining downward just what "full" means.



Kennewick Candidates

The candidates listed below understand the importance airports play in a community and support Vista Field.

WPA supports the following candidates:

For Port of Kennewick Commission:

Skip Novakovich
Jeff Losey

For Kennewick City Council:

Position 1, Ward 1
John Parker
Don Britain

Position 2, Ward 2
Sharon R. Brown

Position 3, Ward 3
Wendi Venden
Jim Zimmerman
John Hubbard

At Large:
Candice Bluechel

Position 7, Ward 3
Christopher Smart

Painting Your Plane



The paint on your plane is starting to show a little wear, or magenta with blue trim is not the choice you would have made, but the plane was such a good deal, you bought it anyway. Perhaps you have just completed a rebuild and it is time to paint. Needless to say, there comes a time when every plane owner thinks about painting his or her plane. Where does one start? What paint schemes are available and how would they look on your plane?



WPA member Jim Follansbee, who just recently had his plane painted, will share his experience using computer software to plan the design scheme. Come hear how it works and what you can do with this software. Jim's newly painted plane will be on display for all to see and admire.

Have you already recently painted your plane? Come share your experiences with others. It's a time for show and tell. If you bring pictures on a memory stick, we can project them for all to see.

Meet at:

**Bergstrom Aircraft
Tri-Cities Airport, Pasco
6:30 p.m. Thursday, August 27**



Flown This Summer

In anticipation of a summer full of flying, the Tri-Cities Chapter met in June to share fun and interesting places to fly. Members sent pictures and descriptions to Marjy Leggett who compiled the destinations into a PowerPoint presentation. Each contributor took a turn sharing the highlights of each favorite spot. Scenes of camping amid the trees, cabins in the woods, kayaks beside planes, and the thickest steaks this side of the Mississippi inspired those attending to seek out a new landing strip.

Pilots experienced with the various sites shared the distinctive characteristics of each airport, giving tips on flying patterns, times of the year to land, and other points to make the trip safe and fun. The presentation should be available soon on the WPA website: www.wpaflys.org.



OR, WA, ID FLYING EVENT CALENDAR (rev5 6/6/09)

This listing was put together for personal use to aid in choosing weekend flying missions. It is a compilation of events from various sources. Use at your own risk. Many of these activities are only possible through the support of the Oregon, Washington or Idaho Pilot Associations or Local EAA Chapters. If you are not a current member of at least one of these groups you need to join and be active. Also, get out there and either organize an activity or actively support the organizations planning this stuff. What would life be like if there were not events to fly to? Updates appreciated. Send to calendar@jabirunw.com.

August	Event	Airport	Location	Phone	Email	Website
1	Hot August Flights	KSLE	Salem, OR			www.hotaugustflights.com
1	Troutdale Wheels and Wings Fly-In; Planes, cars, food, entertainment	TTD	Troutdale, OR	503-669-7473	Brad Fidge	
2	Raspberry Festival; Monastery of St. Gertrude	S84	Cottonwood, ID			http://www.stgertrudes.org/Calendar/calendar.htm
1-2	Seafair		Seattle	206-728-0123	info@seafair.com	http://www.seafair.com/
7	Steak BBQ and Fly-In; 6pm	63S	Colville Valley	509-675-1041	colvilleairport@yahoo.com	
8	Fly-in breakfast; 7am-11am	63S	Colville Valley	509-675-1041	colvilleairport@yahoo.com	
7-8	Beaver State Aerobatic Contest	PDT	Pendleton			http://www.iac77.org
7-9	2nd Annual Prosser Fly-In; Prosser wine and food fair	S40	Prosser	509-786-1830	winqnuts@embarqmail.com	http://www.winq-nuts.org
7-9	Abbotsford Air Show	YXX	Abbotsford	604-852-8511	info@abbotsfordairshow.com	http://www.abbotsfordairshow.com/
14-16	50th Anniversary NWAAC Fly-In	VUO	Vancouver, WA	503-551-4234	Mary Ann Lebold	http://www.nwaaac.com/
21-23	Vintage Mooney Fly-In	KFHR	Friday Harbor, WA	805-227-0480	Phil Corman	http://www.vintagemooneygroup.com/PREFridayHarbor20
21-23	Wings Over Republic	R49	Republic	509-775-3911	Justin Smith	http://www.wingsoverrepublic.com/
28-29	Airshow of the Cascades	S33	Madras	541-475-6483	dommobilev@madras.net	http://www.centraloregonairshow.org/
28-30	Oregon International air show	HIO	Hillsboro	503-629-0706	oregonairshow@comcast.net	http://www.oregonairshow.com/
29-30	Albany Air and Art Festival	S12	Albany, OR		damilt@juno.com	http://www.cityofalbany.net/parks/hwaafl/
September	Event	Airport	Location	Phone	Email	Website
5	Bremerton Blackberry Fly-In	PWT	Bremerton	360-674-2381		http://www.blackbernfestival.org/index.php?pr=Events Flyin
12	Fly-in Breakfast and firefighting demo	GCD	John Day, OR	541-820-4310	Cheryl Berry	
11-12	Apple Turnover Aerobatic Contest	EPH	Ephrata			http://www.iac67.org
11-13	WAAAM Hood River Fly-In	4S2	Hood River	541-308-1600		http://www.waaamuseum.org/
13	Olympia Fly-in	OLM	Olympia- Pearson Air	360 539 2005		
26	Lewiston Air Fair	LWS	Lewiston	208-350-7450	Frank Miles	

The Tri-Cities WPA thanks Doug Cheney of Martin Field for his generous donation of time and research in finding and listing the flying events listed on pages 4 and 5. This takes a tremendous amount of time, yet is a boon to those of us looking for cool places to fly. Thanks, Doug! We look forward to your listings in the upcoming months, as well.

Do you have an interesting story to share with others? The Tri-Cities WPA newsletter is always in need of articles with appeal. If you have travelled somewhere unique, had an interesting experience involving aviation or have something of interest to share, please send your articles to MaryJL@charter.net

Note: Your articles may be edited for space, spelling, or clarity.