President’s Message

Membership/ Pilots . . . I got mine you get yours

At our last Board of Directors Meeting at the Arlington Fly-in I mentioned a casual conversation I had with Mr. Bruce Hinds, President of the Washington Seaplane Pilots Association. We had been discussing mutual challenges regarding day to day operations of our all volunteer organizations. I mentioned that the majority of our best volunteers are tied up managing our autonomous chapters . . . we now have 19. He then asked me what would be involved if this association were to become a chapter or an affiliate within the WPA . . . would that even be possible or worth considering. I didn’t have an answer . . . there is nothing in the by-laws to restrict groups to geographical locations.

It got me to think outside the box about the WPA. And I started to think about other very successful pilot groups such as the Bremerton Pilots Association and the Skagit Valley group . . . what about the Pacific Northwest Bonanza Group, the Cardinal Owners Association or the Backcountry Pilots? Each has talent and expertise that others could benefit from. Would it be possible to draw all of these groups under one umbrella organization? And what would the value be to each?

I have come to the belief that our mutual survival depends on it. The battles for Blaine and Vista Field are clear. Recall Hoquiam or Port Angeles and the changes to instrument approaches without notification. Then there are the issues surrounding land use planning and airport master plans. What about the long-term Air Transportation Study and the classification of airports to determine a funding matrix for airport projects? What about the varied approaches airport managers have regarding hangar construction? Some believe 100% in private investment while others want only public funds. Without a blend of investment dollars rental rates will skyrocket. And read over what Mr. Hinds, Washington Seaplane Pilots Association President has to say about protecting waterways.

The issues are about capacity . . . access, operations and storage. “I got mine you go get yours” is really not acceptable. All pilots who fly J-3 Cubs to 180 float drivers or G-550 jocks participate in our Regional / National transportation system. Everyone has a responsibility to ensure equal access to that system. For any pilot group to claim that they have a good relationship with local management while that airport maintains a two or three year wait list for hangars is part of the problem. When airports limit competition for fuel providers they discourage equal access to the system. It is time that everyone looks at the bigger picture. The only way we effect change is by working together . . . it’s just how we structure / formalize that relationship.

So just what would this “umbrella” organization be able to provide . . . look at the WPA Management System. That system provides Accounting, Membership (renewals and management) Marketing and Communications. There is the website and of course our WINGS publication. But the real strength would come from the participants at the Board Level. Since every chapter (or group) has a seat and vote on the Board of Directors we truly become an organization that works for the good of all pilots. The bottom line . . . if we are to effect policy and ensure our future we have to grow the WPA . . . to become one group . . . one voice.

John Dobson, WPA President

Letter from Bruce Hinds, President, Washington Seaplane Pilots Association

Dear Members of the WPA,

In a recent meeting with your President we found that as pilots we all face the same issues, some of those being airport closures, airspace restrictions and for the Washington Seaplane Pilots, the continued threat of closure of our waterways. The Washington Seaplane Pilots Association (WSPA) is a group of over 100 friendly, and knowledgeable, “old-timers” and individuals new to the sport of Water Flying. Our main objective is to Keep Washington Waterways OPEN.

And, we try to have some fun while doing it. We gather together on a number of occasions each year to share our interests and lives. Our objectives are to: 1-Kick our waters open 2-Operate Safely 3-Share the knowledge 4-Have some Fun

“The WSPA was founded by Richard Woodin in (I think) the 1970s. It was founded with the express purpose of fighting the impending closure of the Alpine Lakes in the Cascades to seaplanes for environmental reasons. Unfortunately, this fight was not won and the lakes were closed sometime in the later 1970s. Our first accomplishment was organizing the response to a threat to close Lake Roosevelt, Ross, Chelan, and Diablo to seaplanes, for environmental (noise) reasons. We were successful in funding this closure off via a public input (letter writing) campaign, and today these lakes are all officially designated seaplane operation sites (they weren’t before).

Since I’ve been a member I’ve seen attempts to close the San Juans to non-commercial operators. Access to Lake Isabel has been an ongoing issue for the past 9 years that has finally been successfully resolved after many years of hard work. American Lake was almost closed, but with the help of WSDOT the historical location is seeing new life. Lake Whatcom and the Floathaven Seaplane Base (SPB) is also under constant threat from the neighbors and local government for

(Continued on page 7)
Membership Benefits Program
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In fact, you could even argue that your membership can be free! Simply show your WPA Membership Card and purchase services from these business partners. The more you participate, the more you save—soon, you will find you have saved the cost of your WPA membership (and more!!!). If you would like to recommend a business from your area to become a partner, simply send an email to Les Flue (les@lesflue.com) with your recommendation. Or, print out the accompanying application and introductory letter and forward them to WPA. If you have any questions about the Membership Benefits Program, simply contact the Business Partner, show them your WPA Membership Card (you can obtain your membership card by signing onto the WPA membership program and printing your copy from there), and mention that you would like to use the Membership Benefits Program.

Vista Field:
$86 million vs. $2 Billion

By John Dobson, WPA President

On July 22nd the City of Kennewick held a workshop to review what their consultant, Belt Collins had “to say about the “feasible use” of the land called Vista Field.

With four options on the table there were no surprises when they chose to recommend closure of the airport in order to build a “town center.” What did come into question were the financial benefits suggested by the consultant.

Dr.CarlCadwell, Cadwell laboratories, one of the seven members of a citizen’s task force working on this issue for the City of Kennewick, reversed engineered the financial data. (Note Belt Collins had refused to share with him their economic spreadsheets).

He made a presentation to the council members and suggested that the economic benefits to the citizens of Kennewick had been overstated. He documented a one time payment of $86 million. With the closure of Vista Field the loss of revenue from Cadwell Laboratories, AMRC and Pacific Cataract and Laser would be equate to $1.5 to $2 Billion dollars over the next 20 years.

One glaring observation to me is the fact that the City of Kennewick is asking the Port of Kennewick (owner of the airport) to sell 92 acres of property to a hand picked developer, Mr. Bill Smith of Bend Oregon. The city has estimated the price to be $13.5 million. The Port is then to use their proceeds to pay for the necessary infrastructure to complete the development. I am sure not 1 see the benefit to the Port of Kennewick.

All of that said it has become painfully obvious that the City of Kennewick has an agenda and it does not include consideration of the citizens they were elected to represent. In 1977 there was a citizen’s advisory vote on what to do with the airport. The vote was overwhelmingly in support of the airport. . . 65% in favor and 35% against. Again in 2003 the Port of Kennewick asked the same question. There were no objections to the airport. Still the City of Kennewick persists.

And let me repeat the opening punch line, “$86 million vs. $2 Billion”. The city gets the 86 and the citizens give up the $2 Billion. To the City Council . . . when will the airport advocates be allocated $60,000 to hire a consultant to show you what your town center could look like with the airport as the centerpiece? Marcy Leggett did a great job suggesting alternatives . . . but she is not a professionally trained consultant. Also, what guarantees will we have that ten years from now Richland won’t be closed? Has anyone asked the City of Richland about constructing hangars, taxways, and leasing the property? Was WDFQ and CTED not involved with this study? Belt Collins has no aviation background. Aerial Consultants works on Airport Master Plans.

How does that qualify them to be economic experts on airports?

The bottom line is if the City of Kennewick continues to raise the specter of closing Vista Field we will have no choice but to tell our story to the public. Governments are here to serve. Eventually the federal monies brought into the area for Hanford will dry up. What is the City of Kennewick doing to prepare for that eventuality? Building monuments to itself will not put food on the table of the citizens.

Adding a new Burger King, Victoria’s Secret, residential condos, walking paths, etc. will not bring long term white collar jobs to a community. And chasing away known manufacturing companies . . this is truly unbelievable.

We are in discussions with FBO’s in Olympia, Tri-Cities, and Richland. Look for updated information on the WPA Website (http://www.wpaflys.org/news_items.html#WPA)
Jerry Blanchard, In Memoriam

Jerry Blanchard, 61, of Snohomish passed away Sunday morning, Aug. 3 while on a camping trip in Pacific Beach. Born in Bothell, Bill Blanchard, Jerry was the son of William L. Blanchard, a tax accountant in Bellevue, and Laverne Blanchard, a school teacher, and the stepson of Barbara Blanchard, who retired from the Boeing Corp. All preceded him in death.

Jerry attended Bothell High School where he was a member of the football team and graduated in 1965. He enlisted in the U.S. Navy in 1969 and served as an avionics technician on active duty at NAS A Alameda for three years and continued to serve in the reserves at NAS W Blyden until his retirement in 1991.

On July 7, Jerry celebrated 30 years with Boeing where he worked with numerous groups in Bothell, Bellevue, Everett and most recently, Modification Services in Mukilteo. In early in his career, Jerry completed a bachelor’s degree in Electrical Engineering from Henry Caggwell College in Everett, and his specialty with Modification Services was avionics.

Jerry earned his private pilot’s license in 1967 and realized the dream of owning his own private airplane in 1976. He later became a very active member of the Washington Pilots Association-Paine Field Chapter. In 2001, he served as chapter president and helped to organize and participate in many activities, including major chapter events like the annual Skykomish Airport evening, hangar party plus Saturday Fly Outs. Jerry also served for several years as Washington Pilots Association’s Westside Vice President.

In his other spare time, Jerry rarely sat still remodeling and building his homes, camping, hiking, taking road trips on his motorcycle, cruising Lake Washington in his boat, and riding horses. Jerry was a dedicated father and loyal friend. For the last three years, he was the dining companion of the Everett Herald’s restaurant critic, Anna Poole.

Jerry is survived by his daughter, Rebecca, and her fiancé John Robinson of Missoula, his fiancée, Margaret “Peggy” Blanchard of Brier; sister, Mary Helen Smith of Bothell; brother, William Stong Blanchard of Kirkland; and five nieces and nephews. Jerry is preceded by the death of his former wife, Mary Poole.

In his memory, friends and former co-workers have established a scholarship in Jerry’s memory at Bothell High School.

YOUR NEXT

Proposed Policies

Policy 1: Washington State should take a lead role in addressing the long-term aviation capacity needs from a system-wide perspective.

Policy 2: The statewide airport classification system developed as part of the Long-Term Air Transportation Study (LATS) should be implemented to help guide decisions on future air transportation needs and investments. The Washington Aviation Planning Council shall identify the states’ airports into categories based on their air service level and service role.

Policy 3: Washington State should fund a place and planning priority on maximizing the efficiency and safety of its airport system, considering the need for new airport construction, expansion or siting of aviation facilities.

Policy 4: Washington’s existing statewide airport system cannot provide sufficient aviation capacity to meet existing and future demand. It would be in the best interest of the state to implement a comprehensive plan to expand or replace the state’s airport system to meet future aviation needs.

Policy 5: Washington State should strongly encourage the application of aviation technologies that improve the accessibility, efficiency, safety, security and environmental sustainability of the state’s airport system.

Stewardship

Washington’s aviation system is an essential element of our overall state transportation system. Aviation moves people and goods, supports business and commerce, promotes quality of life, and provides access to critical emergency and disaster management services that other transportation modes cannot. As such, Washington State should take a lead role in addressing the long-term aviation capacity needs from a system-wide perspective.

Did You Know?

• Between 2005 and 2030, passenger boardings at Washington’s commercial airports will increase by nearly 90%, or by 2.6% per year.

• In all, 85% of passenger traffic moves through Sea-Tac, 10% through Spokane, and all other airports in the state account for a mere 5% of service.

• Between 2005 and 2030, general aviation operations across the state will grow 1.6% annually, from 5 million to 4.4 million.

• Significant capacity constraints are anticipated by the year 2020.

• There are about 10 airports in Washington for which airfield capacity shortages are expected.

• Several of the state’s busiest airports, including Sea-Tac, Boeing Field, and Hayward Field are expected to approach or reach capacity.

• Approximately one-quarter of Washington’s public use airports are expected to have aircraft storage capacity shortages.

• Washington’s commercial service airports have lost considerable commercial service over the last 10-15 years. In many cases these smaller airports are being served by only one carrier, and it is unclear whether those carriers will be able to sustain frequent service in the future, with high fares and reduced flight frequencies driving passengers instead to hub airports such as Sea-Tac.

• For a variety of reasons, it is very difficult to site new airports or expand existing airports.

• Although many of the decisions about air service are driven by the private sector, the State has determined that there is a strong public interest in ensuring that there will be enough aviation capacity to accommodate projected growth.

Washington’s population is expected to increase by two million by 2025. Historically, growth in population has led to increased demand for commercial, business, freight, recreational and other general aviation activity.

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WASHINGTON STATE AIRPORT FACILITIES

Long-term Air Transportation Study (LATS)

Draft Statewide Aviation Policies Available For Public Review

The Washington Aviation Planning Council is seeking public input on draft statewide aviation policies, which are being developed as part of the Long-Term Air Transportation Study (LATS). The draft policies are designed to address statewide aviation issues in the areas of land use, environment, capacity, new technology, safety, mobility, stewardship, preservation, access and economy. The Aviation Planning Council will consider all comments submitted by July 31, 2008 before finalizing the policies. Comments can be submitted by:

• Mail: Nisha Marvel, WSDOT Aviation, P.O. Box 3367, Arlington, WA 98223
• E-mail: aviation@wsdot.wa.gov
• Phone: (360) 651-6300
• Fax: (360) 651-6319

What is the Long-Term Air Transportation Study (LATS)?

In 2005, the Governor signed into law Engrossed Substitute Senate Bill (ESSB) 5121, which authorizes a long-term air transportation planning study for general aviation and commercial airports statewide. The legislation is also known as the Washington State Long-Term Air Transportation Study (LATS). The purpose of LATS is to understand existing capacity in aviation facilities and identify what is needed to meet future demand for air transportation. LATS is being developed in three phases. Each phase answers one of three basic questions fundamental to the development of a systemwide approach to managing Washington’s aviation resources.

Phase I - What do we have?

Developed a 25-year market forecast for each airport in Washington State, including non-proprietary passenger, and cargo, in addition to the number of non-proprietary passenger units that are somewhere in the aviation system capacity.

Phase II - What do we need?

Analyze future growth in aviation demand, including an analysis of change in air travel.

Phase III - How will we get there?

Develop a long-range plan for all aviation facilities and a method to fund improvements.

The Washington State Aviation Planning Council will consider the Phase I findings and will hold one public hearing to solicit additional comments before issuing a final report. The Phase II and Phase III draft report and information will be used to guide decisions on future air transportation needs. Each phase of the study will be completed by the end of the fiscal year 2008-09.

Completed September 2006
Completed July 2007
To be completed July 2009

If you have any questions, please contact Nisha Marvel, WSDOT Aviation, P.O. Box 3367, Arlington, WA 98223, (360) 651-6300.

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CLALLAM COUNTY - The Clallam County chapter meets on the third Thursday of the month at Rite Bros (FBO) at Port Angeles Fairchild International Airport (CLM). Meetings begin at 7:00 pm, and all are welcome. For more info on the Clallam County chapter, contact Gary Johnson at 360-452-2340.

COLVILLE VALLEY - For current meeting schedules, please contact Harley Howell, Jr., (509) 684-2105, email swiftflyer@ultraplix.com.

DEER PARK - Deer Park chapter meetings are usually held on the fourth Friday of the month at the Deer Park Administration Building located near the south end of the airport. Meetings begin with a potluck dinner at 6:30 pm, a program beginning at 7:15, followed by a Chapter business meeting. For more information contact Wayne Landis at (360) 647-8206, email landitow@comcast.net.

GREEN RIVER - The Green River chapter meets for dinner at 7:00 pm on the third Friday of each month from September through June at the quonset hut at 790 Pe-rimeter Road at Renton Airport (that’s the first building north of the control tower). For more information on the Green River chapter, email Daryl Hickman at flying-seattle@yahoo.com.

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of each month, year round, at 10:00 am in Hangar 15 at Harvey Field. For more information on activities, please visit the WPA web site, click on the Harvey Field Chapter, and visit the Activities Calendar. For more information contact Charles Hower at 425-342-8584.

NORTH SOUND/BELLINGHAM - The North Sound chapter meets every second Thursday of the month (except during June, July and August), at 7:00 pm on the second floor of the old Port of Bellingham administration building, at Bellingham International Airport (BLI). For more info on the North Sound chapter, contact Wayne Landis at (360) 647-8206, email landitow@comcast.net.

OKANOGAN & FERRY COUNTY - The Okanogan & Ferry County chapter meetings are usually held on the fourth Wednesday of each month at the Volare Cafe Italiano, on the Olympia Airport, west side. The meeting’s time is 6 pm for dinner and conversation, 7 pm for programs. Contact Mark Johnson, President, at markjohnson@comcast.net, 360-754-9622 or Ellie Heston, Secretary at irish_cubflyer@yahoo.com.

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GREATER SEATTLE - The Greater Seattle chapter is looking for a fresh infusion of energy. If you’re interested in serving on the Board, please call Colleen Turner at 425-453-7696 or email ctturner@cruiseholidaysbellevue.com.

SHELFON SANDERSON - Jack Krause, President, 360-426-6272

SOUTHWEST/VANCOUVER - The Southwest/Vancouver chapter generally meets on the fourth Wednesday of each month, starting at 7:00 pm, at the Pearson Air Museum on Pearson Field (VUO), in Vancouver. For more information on the Southwest/Vancouver chapter, please contact Bob Broad at (360) 607-5060.

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SPokane - Meetings of the Spokane chapter are usually held on the third Wednesday of each month over dinner at Marie Callander’s Restaurant, beginning at 6:00 pm. (Meeting details are subject to change - please call first to check.) The chapter also conducts a monthly fly-out on the Saturday morning following the chapter meeting, weather permitting. For more information, contact Gary White at 509-891-6473, or email gcwhite@earthlink.net.

TRI-CITIES - Matty Leggett, President, 509-547-7457

TWIN HARBORS - The Twin Harbors chapter meets the second Tuesday of the month at 6:00 pm in Ocean Shores, location TBD. For meeting details and more info, contact Fred Winge at (360) 289-4189, email flyingtwin@tchlin.com.

WENATCHEE - Scott Morrison, President, 509-782-8560

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the last Friday of each month at 6:00 pm in Ocean Shores, location TBD. For meeting details and more info, contact Fred Winge at (360) 289-4189, email flyingtwin@tchlin.com.

Exclusivé Phase I Limited Release Now Available!
Naval Air Station Whidbey Tour

By Robert Hamilton, WPA Paine Field Chapter

Beautiful clear blue skies greeted us on Saturday morning as we gathered to carpool to Oak Harbor. It was a dilemma; drive to go look at planes or just go flying on a day like this? If only we could have flown into Whidbey! But nearly forty of us were rewarded for having to drive with a wonderful tour of the Naval Air Station. In order to pass security we all had to declare our birthdates on the entry form, and in attendance were members ranging as young as three to as old as, well, I won’t say, but a great time was had by all.

Organized by the base PR Director Tony Popp, we first were shown through the P-3 Orion anti-submarine aircraft. You certainly build up hours fast flying patrol missions; the young sonar operator who escorted us through the ship already had 2,500 hours of flight time in just the past couple of years. He has flown missions in such diverse areas as Guam, Japan, and Iraq, as well as the North Pacific flying out of Whidbey. Amazingly the thrilling part of the job is skimming above the waves at only 250' elevation. He was patient with our many questions, although some were answered with only a grin when classified information was involved.

Our next stop was the control room in the tower. NASW is the busiest Air Traffic Control facility in the Navy because it handles both military and civilian aircraft. Their airspace extends from Victoria to Paine, up to 9,000'. Their equipment is not typicalFAC to most AFAC's in that they have both FAA type radar plus complete aircraft carrier command and control. They have a guide and even remotely control Navy aircraft all the way down to the deck. The only thing they don’t have is a deck that heaves 12' at every wave, but I suppose if you are a new pilot just hitting the runway is thrill enough.

Evident on the ramp were two new EF-18 Growlers, sitting next to the EA-6B Prowlers they are replacing. Our host Tony warmly invited us back to see the complete Growler Squadron when all the planes arrive, and also to come see the new 737 derived replacements for the P-3 Orions.

To complete the visit we all had lunch at the Flyers restaurant in Oak Harbor, with good talk and good food. A return visit to NASW is something to look forward to.
My Adventures at Oshkosh: Bridging the Generations

By Les Smith, WPA Paine Field Chapter

Arriving at Oshkosh is different. From the time you turn your transponder to standby while still 20 miles out, to rocking your wings rather than responding on the radio to the controllers, you know you’re approaching a new experience. I attended my first Oshkosh this year. As a 57 year old who has heard tales about and long dreamed of the Oshkosh experience, I was overdue. To somehow make up for it, I invited my 17 year old son to come along. Getting him to the big show earlier in his lifetime was a gift to him and to me. “We’ll camp under the wing in the North 40. It’ll be great!” Something about the trip intrigued him and he said yes.

Ripon Arrival. “Make your base turn at the numbers, land on the orange dot.” I rock my wings and determined to make my arrival a non-event for the viewers who parked their camp chairs along the flight line, I am pleased to set her down as the underside of our stiff legged Cardinal’s wings flash orange. CAP cadets wave us on to our next-in-line camping spot. No sooner does the engine come to a stop then an orange shirted volunteer steps up to the opening door to say those sweet words, “Welcome to Oshkosh!” We’re here – after 1500 miles of this big beautiful country having rolled by underneath us. Three times my longest previous cross-country, my son said yes.

The story is told from the perspective of his son, Sam Johnson, who retraces his father’s 1935 trip sixty three years later in a replica, the Carnauba, accompanied by his own sons. Hmmm, like our own trip to get here, flying seems to be a bridge for fathers and sons. We spent the entire week plus at Oshkosh, venturing off the field only for an occasional dinner or laundromat. We practiced a bit, too. All day, the Ford Tri-Motor, the B-17 and the Bell 47 helicopters are seen and heard circulating overhead as they give their lucky riders the sweet taste of their own version of flight.

I met Gene Chance, an early manager of the EAA Museum. He shared our breakfast table at the Tall Pines Café, wearing his apron from his morning donut making duties. He’s flown most of the 200 aircraft in the museum. “Every time someone would donate an aircraft to the museum, Paul (Foberanz) would send me out to pick it up and fly it here.”

I watched the U2 pilots having just arrived from Barks AFB, CA, patiently walk the cordon line in their space suits in the hot humid Wisconsin afternoon. The younger co-pilot suddenly stopped. With a surprised look of recognition on his face, he reached into the crowd to shake the hand of an older bystander, introducing the man to the surrounding crowd as “Retired Lt. Colonel Richard xxxxxx, the man most responsible for me becoming an Air Force officer.” The senior walked a little straighter back to his motorized scooter. There went that generation bridge again.

(Continued on page 7)
Letter from Bruce Hinds  (Continued from page 1)

closure. We’ve actually added new SPBs at Lake Curlew and in Olympia. For the first time straight float flyers now have access to our capital city. And, we’ve added a temporary SPB each July at Lake Goodwin for the Arlington NW EAA event. The private operator actually welcomes seaplanes.

We also work with SPA and other state level seaplane organizations because of the continued threat on the federal level. Most recently the Bureau of Reclamation has closed 400+ lakes in 17 western states to seaplanes. We’ve been promised that this decision will be rescinded and we are awaiting the official announcement.

As you can see the threat continues. We welcome anyone interested in water flying to visit our website www.wa-spa.org to learn more. If you are at all interested, contact me and I’ll put you on our email notification and newsletter list.

Bee See n’ya,
Bruce Hinds, President
Washington Seaplane Pilots Association
Northwest Seabee Club
360-769-2311 home
360-710-5793 cell
BrucelH@wa-spa.org

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My Adventures at Oshkosh  (Continued from page 6)

I watched and listened as a man in his eighties, telling a man in his fifties and two young men in their late teens or early 20s about the oily mist from the Wright Cyclone engines he endured at his waist gunner position on his missions over Europe. More bridging.

There are a lot of old guys at Oshkosh. That may not be the right way to say it. But I watched as my son came to realize that inside any one of these guys who walk with a slower gait or otherwise deal with the rigors of age, there may be a story lurking; a quiet hero.

You can’t see it all. I didn’t see all the airshows. I didn’t see the World’s Largest Gathering of Female Aviators. I did see the giant logbook they were signing. I didn’t see all of the 797 commercial exhibitors. I didn’t sit in every aircraft on display.

But I saw WPA members win awards. Addison Penderton’s Boeing 40C deservedly won Antique Grand Champion Gold Lindy. What a beauty that was. And I saw my friends Rich Jones and Stephanie Allen up on stage accepting a Contemporary Grand Champion Gold Lindy for their gorgeous 1969 Cesna Skyhawk.

One high point of the show for my son and me was the gracious invitation from Rich and Stephanie to ride with them on the EAA air-to-air Photo Shoot of their Contemporary Grand Champion Skyhawk and their past Grand Champion Bonanza. That was a real treat.

And then the trip home – 3,000 miles round trip. Dodging thunderstorms around the south side of the Minneapolis wedding cake. A surprisingly good meal in Miles City, MT. Twelve days with my son and no TV. The hours in the cockpit, shared with him as we both watched the passing landscape of this great country. Descending finally from the Cascades towards KPAE, number two behind the Cessna for 34 Left. Home again. Words as sweet as “Welcome to Oshkosh!”

News from Clallam County

Port Angeles Fairchild Airport (KCLM) had the UNICOM frequency changed to 122.975 on July 31. If you have the equipment in your airplane, tune your primary radio to 122.975 but tune the other radio to the old frequency (123.000) and monitor it as well because many pilots might not have the information and will still be on the old frequency. (They will get no response on 123.000 from the UNICOM operator, the FBO).

The new web cam for KCLM is now up and running. In the next few weeks / months the image and position will be adjusted to give a better visual of the airport environment. Address is http://weather.portofpa.com/airport/index.html.
Proposed Policies

Policy 1: Maintain and expand the Washington Aviation System Plan (WASP) to include the following:
- Incorporate new airport development studies, air traffic forecasts, pavement condition analysis, capacity analysis, airport facility assessment studies and other studies as appropriate to keep the system plan up-to-date to meet changing conditions in the air transportation system.
- Periodically re-evaluate Airport Classification System designations for airports to respond to changing conditions and developments.
- Maintain a relational database, including physical and operational airport inventory information to support Airport System Planning and the statewide aviation capital investment programs.
- Provide support and technical assistance at the local level to develop and update airport master plans to conform with the Airport System Plan.

Policy 2: Washington State should ensure that the aviation capital investment program strategically prioritizes state investments in new or expanded air transportation networks or other projects that have a cost-effective manner to:
- Work with federal, state, local and other aviation interests on funding strategies to address aviation infrastructure needs.
- Develop access standards so that regional transportation plans and airport master plans promote public and private investment in airport infrastructure and aviation equipment to support sustainable job and business growth.
- Educate the skilled workforce necessary to support a technically advanced aviation system that will serve all citizens of the State.
- Incorporate economic development studies, aviation forecasts, pavement condition analysis, capacity analysis, airport facility assessment studies and other studies as appropriate to keep the system plan up-to-date to meet changing conditions in the air transportation system.
- Maintain the overall state transportation system; maximizes the use of existing facilities; and is compatible with the environment.

Policy 3:
- Incorporate state and federal greenhouse gas emissions reduction policies and strategies within the air transportation system to minimize the adverse health and environmental impacts on air quality and the climate while promoting job and business growth in a sustainable manner.
- Promote the development of low carbon energy sources.
- Promote research on greenhouse gas emissions reduction strategies, alternative fuels, and an air traffic management procedure for aviation.
- Develop statewide and regional strategies to coordinate, develop and provide a range of transportation model options for access to public use airports through airport and highway design projects.

Proposed Policies

Policy 1: Washington State should require airports to appropriately mitigate adverse environmental impacts to rare species and habitats occurring at airports, while reducing wildlife attractants that create hazards to airport operations.
- Habitat preservation is of great importance, however, bird and wildlife habitats located near airport runways should be adapted to mitigate hazards to the airport operations.
- Many communities feel adversely impacted by aircraft noise, even though they may benefit economically and socially from the services offered by airports.

Policy 2: Washington State policy should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.
- Washington State should use incentives and state and federal resources to ensure that airport operators comply with all federal and state regulations and standards.
- Regional Transportation Planning Organizations should be given the authority to certify the landing facilities meet applicable federal or state design criteria and safety standards.
- Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.

Policy 3: Washington State should use incentives and regulation to ensure that its public use airports follow sound environmental practices and operations, and abide by Federal and State environmental regulations.
- Washington State should use incentives and state and federal resources to ensure that airport operators comply with all federal and state regulations and standards.
- Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.

Policy 4: The State should strengthen its legislation to prohibit incompatible land uses and to promote appropriate land use development around public use airports.
- Community and Local Service airports serve small to medium sized communities and accommodate a wide variety of goods and services for the local community.
- Public access to aviation transportation facilities is affordable, and
- The quality, quantity and long-term stability of service is maintained.

Policy 5: A developing airport transportation plans and airport master plans promote air transportation access within Washington and to the national and international systems.
- Community and Local Service airports serve small to medium sized communities and accommodate a wide variety of goods and services for the local community.
- Public access to aviation transportation facilities is affordable, and
- The quality, quantity and long-term stability of service is maintained.

Policy 6: Washington State will use incentives and regulatory tools to ensure that the public use airports follow sound environmental practices and operations, and abide by Federal and State environmental regulations.
- Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.

Policy 7: Washington State should require airports to appropriately mitigate adverse environmental impacts to rare species and habitats occurring at airports, while reducing wildlife attractants that create hazards to airport operations.
- Habitat preservation is of great importance, however, bird and wildlife habitats located near airport runways should be adapted to mitigate hazards to the airport operations.
- Many communities feel adversely impacted by aircraft noise, even though they may benefit economically and socially from the services offered by airports.

Policy 8: Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.
- Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.

Policy 9: The State should prohibit airspace invasion around airports and runway approach paths by structural, visual, or wildlife hazards that could potentially impact airport operations or endanger the safety and welfare of aviation users.
- The Washington State DOT Aviation should work with the State’s Emergency Management Division to augment Washington State’s Emergency Plan to include strategically located aviation facilities to assist during disasters/ emergencies.
- Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.

Policy 10: Washington State should support aviation education and training to ensure that the skilled workforce necessary to support a technically advanced aviation system that will serve all citizens of the State.
- Community and Local Service airports serve small to medium sized communities and accommodate a wide variety of goods and services for the local community.
- Public access to aviation transportation facilities is affordable, and
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Policy 11: Washington State should use incentives and state and federal resources to ensure that airport operators comply with all federal and state regulations and standards.
- Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.

Policy 12: Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.
- Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.

Policy 13: Washington State should use incentives and state and federal resources to ensure that airport operators comply with all federal and state regulations and standards.
- Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.

Policy 14: The State should prohibit airspace invasion around airports and runway approach paths by structural, visual, or wildlife hazards that could potentially impact airport operations or endanger the safety and welfare of aviation users.
- The Washington State DOT Aviation should work with the State’s Emergency Management Division to augment Washington State’s Emergency Plan to include strategically located aviation facilities to assist during disasters/ emergencies.
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Policy 15: Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.
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Policy 16: Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.
- Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.

Policy 17: The State should prohibit airspace invasion around airports and runway approach paths by structural, visual, or wildlife hazards that could potentially impact airport operations or endanger the safety and welfare of aviation users.
- The Washington State DOT Aviation should work with the State’s Emergency Management Division to augment Washington State’s Emergency Plan to include strategically located aviation facilities to assist during disasters/ emergencies.
- Washington State should work with the FAA and regional transportation planning organizations to develop a comprehensive state pilot program for the classification of reliever airports between Washington State airports and Puget Sound.

Policy 18: Washington State should support aviation education and training to ensure that the skilled workforce necessary to support a technically advanced aviation system that will serve all citizens of the State.
- Community and Local Service airports serve small to medium sized communities and accommodate a wide variety of goods and services for the local community.
- Public access to aviation transportation facilities is affordable, and
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