Thanks to all of you that attended our annual meeting in Payuullap last month. The attendance was excellent. Next year I will make sure we have elegant tablecloths for lunch and a PA system.

One of the challenges of state pilot organizations is the lack of a national organization. When I visited Greg Pecoraro at AOPA last fall he explained how AOPA was reaching out to the state pilot organizations to have better legislative input and better serve the pilot community. AOPA has hired a new Regional Manager, David Ulane, to help facilitate these goals. Both Greg and Dave were in attendance at our annual meeting. Greg did mention that the Washington Pilots Association is one of the most effective pilot organizations in the nation.

There are no aviation related taxes under discussion in this legislative session. However, there is still a perception that all pilots are filthy rich and can afford to pay more for pretty much everything. We do feel that there is a need for new revenue sources to improve the airport infrastructure in the state and we will be working with WSDOT/Airport to facilitate that goal. Keep in mind that General Aviation motor fuel is the only fuel that is subject to sales tax in this state. All of that money goes to the general fund. None goes to aviation.

The Washington Pilots Association and the GA community in our state would not be what it is today without the dedication and efforts of our volunteer army. Just when you thought it couldn’t get any better you find individuals to take it to the next level. I only wish what it is today without the dedication and efforts of our volunteer army.

Attending the signing of the bill (from left to right) Tom Jensen (wearing a 2012 RAF Founder’s cap), Jo Schumacher (my wife), Bob Kay (wearing the official RAF orange uniform), Tristan Atkins (Director, WSDOT Aviation), Senator Joe Fain, unknown student (“shadowing” Sen. Fain for the day), Governor Gregoire, Susie Tracy (unknown, RAF advisor), Wyatt Buode (Rep. Hargrove’s LA), Sandy Hargrove (Rep. Hargrove’s wife with Granddaughter McKenzie), and Representative Mark Hargrove (RAF-WA hero of the year).

By Robert Kay

I’m very pleased to say that this will be your last Recreational Use Statute update. The Governor signed HB 2244 into law this afternoon, Wednesday, March 7, 2012. Thanks to your direct involvement, Washington is now the 13th State to join the march towards getting aviation included in the RUS in all States.

I’d ask at this point that you publicize the new statute as much as possible through your organizational communications. This will help the State of Washington aviation community realize their new protections and produce some gain from the work we have done. I will be contacting all the private airport owners and managers within the State to give them a heads-up on what the new statute does for them.

On behalf of the RAF, I wish to thank all of you and the members of your organizations who helped in this collaborative effort. I believe the aviation organizations in this State will continue to work well together on common issues as they arise.

Thanks for the great effort everyone!

Bob Kay RAF-WA Liaison
Economic Study Reveals Benefits of Aviation in Washington State

A new Aviation Economic Impact Study reveals just how significant aviation is to Washington’s statewide and local economies.

The new study will update the 2001 Economic Impact Study conducted by the Washington State Department of Transportation (WSDOT).

Highlights of the study include:

- Statewide commercial and general aviation activity together generate approximately 248,500 jobs, $15.3 billion in wages, and 50.9 billion in economic activity.
- A significant share of aviation system contributions are taken up by the mobility and connectivity of people, goods and services across all modes of transportation.
- The study identifies the critical nature of smaller airport facilities that assist in providing access to life-saving medical services, air transport and other critical services such as disaster management and wild fire support.
- The largest share of tax revenue generated from aviation activities goes towards supporting the State of Washington General Fund at more than $540 million.
- Cities, special purpose districts, and counties receive approximately $156 million in revenue.

The study updated economic data such as the jobs, wages and types of businesses at each airport. It also examined evidence that aviation users derive by having access to aviation services and facilities. It will also produce an online economic calculator that will allow users to input various “what if” scenarios at individual airports. Decision makers can use this tool to explore economic development opportunities, attract businesses and weigh investment choices. The interactive calculator will integrate with WSDOT’s current Aviation Information System database, and is scheduled for completion in spring 2012.

John Shanahan
WSDOT Aviation

FAA To Change Enforcement Approach, Flight Standards Director Says

FAA is working with its inspector base to curb off minor compliance issues that could be addressed directly with companies before they become big picture issues.

Speaking Feb. 29 before the Aircraft Charity Safety Foundation’s annual meeting, Allen says he is “trying to change a culture within the FAA so that an inspection is not always viewed as a violation, but rather than immediately jumping to an enforcement action, he says, adding that this can instead become a “nurturing” exercise. The change arose from the mounting number of inspectors saying, “We got so many enforcements out there,” Allen says, that it becomes more difficult to focus on the serious issues Reducing the number of enforcements. “We got so many people that are working so hard,” he says. Staffing is already tight, and FAA has to prepare for more possible inspectors being added to the team as the industry grows. He believes that the mission of enabling the travel and commerce and service of aviation. He believes that the mission of enabling aviation is critical, he says, because if the agency doesn’t care about the growth of the industry, then it could wither. “Then what do we get?” Nothing, he says.

The change in approach to enforcement is one of several actions FAA is undertaking to better target its resources. The agency is continuing to increase its reliance upon and improve its management of the designee program. Allen notes this effort has raised some concerns among inspectors, who are worried that this keeps them from “going out and touching metal.” But he says more oversight of designees will leverage their capabilities–and they will still be able to perform hands-on inspections where most needed. FAA also is eyeing the growth of safety management systems (SMS) as another means to balance resources. Companies with SMS can demonstrate that they are doing the best they can to implement best safety practices. Agency officials can then focus on operations that have more risk, he says. “We just can’t be everywhere all the time.”

Allen stresses that this change is not about making the FAA disappear from the industry. “We are not friends,” he concedes. But he also says that the Flight Standards mission has changed to “assure the safety, while enabling the adventure, commerce and service of aviation.”

President’s Message

(Continued from page 1)

1/30th of the 4G spectrum available to AT&T, Verizon and other providers.

Harbinger Capital is the money behind LightSquared and Phil Falcone is the CEO. I have saved many articles from the Wall Street Journal that deal with the financial challenges facing Phil and Harbinger. One article mentioned that Harbinger is spending about $300k USD per month on attorneys to get the FCC ruling reversed. That is a pretty serious “burn rate”!!!

Phil also has some challenges with the SEC that may get him housing at the same hotel where Bernie Madoff is reading.

In closing I just want to mention that I hear a certain amount of doom and gloom about GA and light aircraft. Well, there are those that wallow in this negative thought and if that thought becomes self-fulfilling prophecy. On the other hand, there are plenty of opportunities, both career and recreational, in General Aviation today. Is the glass half empty or is the glass half full???? You decide.

Moore Aircraft Appraisal

Bill Moore
Senior Aircraft Appraiser
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Fax:509 276.7070
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WPA Wings

May 1937 - BREMERTON PILOTS ASSOCIATION

Bremerton Pilots Association to Celebrate 75th Anniversary

On Saturday, May 26th, 2012 the Bremerton Pilots Association will celebrate its 75th anniversary with activities at the Bremerton National Airport (PWT). The celebration begins at 10:00 AM and will conclude at 3:00 PM. Activities and displays will be open to the public.

The day’s activities include in and around the Avian Flight Center Hangar. We will have a special 75th anniversary celebration, but also to the Port of Bremerton for their continuous support of general aviation and the Bremerton Pilots Association.

Doug Haughton
Bremerton Pilots Association

Racing For The Rest Of Us

2012 marks the third annual running for the Great Northwest Air Race! This year GNAR will be launching out of Ephrata (KEPH) on June 6th for a 150 nautical mile round robin cross country race across scenic Eastern Washington. Come join the fun, enjoy the camaraderie and beat the pants off your friends!

To keep up with latest developments, head over to: http://sites.google.com/site/greatnorthwestairrace/

Save that date!

July 28 -- Aviation Mystery Derby

By Tom Jensen, Airports Director

The long time annual mystery land (Spokane), good CRM (Crew Resource Management) won the 1998 Mystery Derby at the Spokane Aviation Festival with a tiebreaker spot landing. (It was a terrible spot landing, just better than the other guy.)

The derby itself required all fun team effort to resolve and agree on the mystery clues, sort of a marriage test, but we don’t talk about it.

So on July 28, 2012, plan for a fun pilot proficiency derby, which can get you FAA WINGs credit. To include a 1-hour ground class and 1-3 hours flying with puzzles, plotting and piloting all required to find 10 checkpoints. You’ll estimate time enroute and the bar for a correct time will be known before. Then the spot landing… (A Horizon Dash 8 won at the Lewiston quad-state fly-in in 1994, but they won’t be at Auburn.)

Washington Pilots Association

Executive Committee & Officers

President: Dave Lucier 509-326-2595
Vice President: John Dobson 360-801-8866 VP West: Charles Howard 425-379-9340 Treasurer: Jan Swentosky 360-377-8570 Secretary: Mary Leggett 509-577-4347

Directors

WPA Wings

WPA Wings is published bi-monthly, (February, April, June, August, October and December). Submissions are welcomed! Please send articles via email to: wings@wpafs.org. Send information or website articles to: PMB 397, 227 Bellevue Way NE Bellevue, WA 98004

WPA Wings is a publication of the Washington Pilots Association (WPA), which represents the depths of Washington aviation interests. The WPA was founded in 1929.

WPA Wings is the Herman Vandemark Award Winner for the best aviation publication. WPA Wings is an active member of the Aircraft Owners and Pilots Association (AOPA) and the Experimental Aircraft Association (EAA).

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By John Townsley

A new Federal regulation finalized this year places airspace over four west coast marine sanctuaries off limits for GA pilots. Three marine sanctuaries are located in Northern California. The fourth is located in northwestern Washington.

The Olympic Marine Sanctuary is located between Copalis River and Kootlah at Neah Bay. It includes several miles of Washington’s Pacific Ocean shoreline and extends several miles off shore. The new Federal Regulations prohibit disturbing wildlife in the sanctuary by operating aircraft below 2,000 feet, within one nautical mile of the coast and offshore rocks and islands. Failure to maintain a minimum altitude of 2,000 feet above ground level over any such waters is presumed to disturb marine mammals or seabirds (15 CFR Part 922.152.). This “rebuttable presumption” that endangered or migratory wildlife is disturbed could result in a fine of up to $100,000. The Sanctuary defines “wildlife disturbance” to include “noise, physical and visual disturbances caused by human activities that can have physical and behavioral impacts on wildlife above, below and on the water surface…” Violations of wildlife sanctuary airspace will be based upon observations by persons on the ground. “Rebuttable presumption” means that pilots must prove their innocence when accused. This is a startling reversal of the concept of “innocent until proven guilty” which until now has been a fundamental precept of US law.

The language of the new NOAA regulation does not address existing airports and the impact of the new restricted airspace on existing VFR patterns or IFR approaches. However, the Olympic Marine Sanctuary has a statement on their website that says “Takeoffs and landings at Copalis Beach Airstrip [Copalis State Airport] are unaffected.”

Airspace over three other marine sanctuaries located in northern California also fall under the new regulation. Three airports located at Watsonville, Half Moon Bay and Monterey are affected by the northern California marine sanctuary airspace. The website for the northern California sanctuaries does not contain similar accommodation for landing and departing aircraft. According to Ed Enoski, President of the California Pilots Association, VFR traffic patterns and IFR approaches are potentially affected by the new airspace restrictions.

So far NOAA has not provided charts suitable for aviation navigation. Nor has the FAA updated VFR or IFR charts to include the new airspace restrictions. Limited information on the geographic coordinates of affected airspace is available on individual websites for west coast marine sanctuaries. Maps accompanying this article were obtained from the sanctuary websites.

By John Townsley

New Idaho Law Requires MET Towers To Be Marked and Lighted

Meteorological Evaluation Towers, better known as “MET” towers, are guyed, “temporary” towers erected to determine the most profitable sites to locate wind turbines. MET towers can be erected in a day. They can be taken down and moved quickly, and with no notice. Because MET towers are less than 200 feet tall there is no FAA requirement that they be marked, mapped, or that pilots be notified.

Following extensive public involvement in 2011 the FAA declined to require mandatory markings for MET towers, and instead issued a set of “guidelines” to be used at the option of MET tower owners. MET towers in Washington and in most other States are typically painted with inconspicuous colors so competing wind generation companies won’t know their location. In the U.S. several agricultural aircraft have collided with MET towers or the associated guy wires. At least three ag pilots have lost their lives since the wind turbine boom started eight years ago. Unmarked towers are a hazard to all aircraft that operate at low levels. Military, fire fighting, law enforcement, aerial ag applicators, wildlife surveys, and pipeline/power line patrols fly at altitudes where MET towers pose a significant safety hazard. Even GA pilots who typically fly higher could encounter MET towers if unforecasted weather forces them to descend below lowering cloud bases and search for a safe place to land.

On March 27, 2012 Idaho Governor “Butch” Otter signed a bill that requires small, guyed towers erected to determine the most profitable sites to locate wind turbines. MET towers can be erected in a day. They can be taken down and moved quickly, and with no notice. Because MET towers are less than 200 feet tall there is no FAA requirement that they be marked, mapped, or that pilots be notified.

Following extensive public involvement in 2011 the FAA declined to require mandatory markings for MET towers, and instead issued a set of “guidelines” to be used at the option of MET tower owners. MET towers in Washington and in most other States are typically painted with inconspicuous colors so competing wind generation companies won’t know their location. In the U.S. several agricultural aircraft have collided with MET towers or the associated guy wires. At least three ag pilots have lost their lives since the wind turbine boom started eight years ago. Unmarked towers are a hazard to all aircraft that operate at low levels. Military, fire fighting, law enforcement, aerial ag applicators, wildlife surveys, and pipeline/power line patrols fly at altitudes where MET towers pose a significant safety hazard. Even GA pilots who typically fly higher could encounter MET towers if unforecasted weather forces them to descend below lowering cloud bases and search for a safe place to land.

On March 27, 2012 Idaho Governor “Butch” Otter signed a bill that requires small, guyed towers, including MET towers, that are located outside of urban areas to be marked to protect low-flying aircraft. Under Idaho’s H.B. 51A any guyed structure that is between 50 feet and the Federal Aviation Administration’s regulated limit of 200 feet must be colored with seven alternating bands of orange and white. In addition, each guy wire must be marked with two colored balls, and there must be at least one length of cable sleeve to each anchor point. Vegetation at the tower base must contrast with surrounding crops or native vegetation. These towers must be marked at night with LED lighting visible to pilots using night vision goggles. Poorly marked meteorological towers used to prospect winds for locating wind turbines are being erected without any notification to pilots. Owners of existing towers have a year to mark towers according to the requirements of this new law.

Several states are considering similar legislation. Mississippi, Missouri, Wyoming, Nebraska, and North Dakota have introduced bills that would require marking and lighting of MET towers and other guyed towers that fall below the FAA’s 200 foot minimum height contained in Advisory Circular No. 70-1406-1.
ANACORTES - The Anacortes chapter generally meets the second Thursday of every month from February until August and November at 6:30 pm. Meetings are held at the Anacortes Yacht Club at 1612 Commercial St. in Anacortes, WA 98221. President Karl Fischbach, Karl@flywaxersnw.com, 360-778-4260.

BREMERTON - Contact Chapter President Don Dickson, 686-628-5546, Don@flywaxersnw.com, for further information.

CLALLAM COUNTY - The Clallam County chapter meets the last Thursday of the month at the Clallam County Airport (KCLM) located near the south end of the airport. Meetings begin at 6:00 pm and are all welcome. For more information contact the Clallam County chapter, contact Jerry Nichols, jerry@clallamflywaxers.com.

COWLITZ VALLEY - For current meeting schedules, please contact Dave Garringer, calvilflairport@yahoo.com, 509-763-5493.

DEER PARK - Deer Park chapter meets at the Deer Park Airport (KDEW) Administration Building on the last Thursday of the month (except during June, July and August), at 7:00 pm at the Deer Park Airport. For more information, please visit the WPA website at www.wingwaxersnw.com. Contact President, meenk@hotmail.com or call 360-832-2278.

GARRISON - The Garrison chapter meets at 7:15, followed by a short business meeting. The Okanogan & Ferry County chapter meets the fourth Thursday of each month. For more information contact Chapter President Leo Dondligner, Leon@skynethb.com or call him at 360-832-2278.

GREEN RIVER - 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 website at www.wingwaxersnw.com. Contact Chair, Joe McChesney, jmchesney@msn.com, 360-832-2278.

HARVEY FIELD/SONOHOMISH - 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 website at www.wingwaxersnw.com. Contact Chair, Joe McChesney, jmchesney@msn.com, 360-832-2278.

OKANOGAN & FERRY COUNTY - The Okanogan & Ferry County chapter meets on the third Thursday of the month, 6:30 at Whistler Restaurant in Tonasket. Our May meeting is the third Saturday at Twisp Airport. We have an afternoon Fly-in and Fry-in steak fry. Our August meeting is held at the Republic Fly-in on Saturday afternoon. If anyone is in the Twisp area on Friday afternoon please join us at our “meat burn” fire pit.

OLYMPIA SOUTH SOUND - The Olympia Chapter meets on the third Wednesday of each month at Pearson Air on the Olympia Airport at 7:00 pm. In addition, Pearson Air offers FREE ground school instruction for both new and licensed pilots every Tuesday evening at 6:00 pm. Contact Reyna Meenk, President, meenk@hotmail.com or call 360-539-2005.

Paine Field - The Paine Field chapter meets the first Friday of most months for dinner and an aviation related program. For detailed information on the monthly meeting and other chapter activities including group flyouts, membership seminars and special programs visit www.wingwaxersnw.com/chapters/paining or send email to paine-presidents@wingwaxersnw.com.

SHELTON-SANDERSON - Bruce Lofton, President, 360-435-4046.

SOUTHWEST/VANCOUVER - The Southwest Vancouver chapter has the following meetings scheduled for 2010: 4th Thursday in May and September at 7:00pm and Sunday Brunch on December 4. Meetings are held at the Dollie Corner Fire Station. For more information, contact Bob Brown at 360-607-5080.

SPOKANE - The Spokane Chapter is usually held on the third Wednesday of each month over dinner at Longhorn Barbecue on Argonne, beginning at 6:00 pm. Meeting program information and upcoming special events can always be found on the WPA webpage under the Spokane Chapter tab. For more information, contact Chapter President Terry Newcomb, tncs combin@iowashere.com or call 208-699-7376.

TWIN HARBORS - The Twin Harbors chapter meets at 6:30 pm at Bergstrom Airport FBO, Tri-Cities Airport (KPSC), Pasco on the fourth Thursday of each month. For information contact Chapter President Mike White, mikewhite@ charter.net, 509-586-9735.

WEB: www.wingwaxersnw.com  •  Email: wingwaxerswa@gmail.com

April-May 2012

Bremerton Pilots Association April 18th Meeting

On Wednesday, April 18th we have the opportunity to hear an exciting and informative presentation from Allen Kam with the National Weather Service. Our evening will begin at 6:00 PM in the main terminal building Conference Room (PWT) with coffee and goods followed by Allen’s presentation at 7:00 PM. On the evening’s program are “The Puget Sound Convergence Zone”, and an 18 minute video segment titled “Washington Weather Hazards.”

The word on the street is that you won’t want to miss Allen’s presentation on Wednesday the 18th. He is reported to be very knowledgeable and a great speaker and presenter. The new BPA President, Jim Posner, and I both had the opportunity to speak with Allen at the Northwest Aviation Conference in February and he was excited about the opportunity to speak to the Bremerton area aviators and others interested in our unique weather.

All are invited to attend but the seating is limited, so come early and enjoy an evening in the Bremerton National Airport Conference Room. Hope to see you all there.

Doug Haughton (360) 710-3418 (cell)

Ranger Creek Flyway Program

Ranger Creek Airstrip will officially open for the summer flying season on Saturday, May 12th, with Green River’s annual work party and chili feed. Coffee and rolls will be available at 9:00 am, and we will start working at 10:15. Try to bring a push broom, rake, shovel, and a wheelbarrow if you have the room. It can be chilly in the morning up in the mountains, so layer your clothing, bring a hat, and remember to bring work gloves. Ranger Creek International Tower will be in operation on 122.9 by 99.30 for those flying in. Check with Seattle Flight Service Station for weather information, as we will try to give them a PIREP of the early morning conditions for those flying in. For those driving out, take State Route 410 east out of Enumclaw, and at the 30 mile point, look for the “Buck Creek” sign on the right side of the road. Turn right, go over the concrete bridge, continue about three city blocks and turn left at the first turn you can make. Then immediately turn left again onto the small dirt road that goes to the airstrip. We will be midway down the airstrip on the east side by the windsock.

Ranger Creek Chili and soft drinks will be served around 12:00, so make sure to arrive before this time.

Even if you cannot help with the work, come on out with the family, have some chili with us, and enjoy the beautiful area around the airstrip. Call Marv at 253-332-5948 or Al at 425-228-6330 if you have questions.

Stuart Island Spring Cleaning

By Tom Jensen, Airports Director

Faithful wife Nancy saved a marriage last year when a WPA member called to schedule them for half a day by the airstrip on a Saturday. She noted the cabin was a bit short of 5-Star even for cheap pilot standards.

But the guy had the right, romantic idea. That thought sets the tone for a planned work party set for Saturday April 28. It’s been much appreciated that many folks have offered to help with maintenance of the cabin.

On the schedule will be a coat of paint (heavy body stain), get the rain collection system setup, new window installation and general cleaning. No toilet brush required, otherwise tools for the above are required along with a folding ladder. If you can help, please drop me a line P.Jackson@skynethb.com to schedule. Lady pilots will ensure the romantic touch is applied.

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And the winner is...Tom Wrobel!!

Congratulations to Tom, this year’s winner of the Garmin aero 500 GPS. Tom has purchased a Founder Cup every year since the campaign began. This year Tom’s #21 was the lucky number. The question remains – was he lucky or just persistent? Tom Wrobel was born and raised in Great Falls, Montana. He started his aviation career washing airplanes at the airport in the early 50’s. He then entered the Navy and completed Aviation Machinist’s Mate School in Memphis, Tennessee and Aircrew and Survival Training in San Diego, California. For the next 22 years Tom flew as an air crewman in nine different types of naval aircraft including over 5000 hours as a Flight Engineer on WV-2 (EC121) Super Constellations. In December 1976, while assigned as CAG-14 Maintenance Chief, he completed his fifth deployment to SE Asia. With 9600 hours of flight time and 112 carrier landings, he retired as a Master Chief Aircraft Maintenance man. Tom currently works for the Department of Homeland Security as the Great Falls, Montana Site Manager supporting the U.S. Customs and Border Protection Air Wing at Great Falls, Montana. He is the past member of EAA Chapter 1141 in Great Falls, Montana, has served for 10 years on the Aviation Organizations of Montana (AOM) Board, is a past member of the Great Falls Airport Board of Directors, and is a private pilot, A&P IA, and EAA Tech Counselor. And he plans to retire at 85!!

AOPA and EAA File Petition For Exemption

AOPA and EAA on March 20 filed a petition for exemption asking the FAA to extend to all pilots flying recreationally the freedom to fly, in certain circumstances, utilizing their knowledge gained by taking an annual education course to assist them with making an assessment of their fitness to fly in lieu of requiring a medical certificate.

The petition for exemption, developed in close coordination between the organizations and the hundreds of thousands of pilots they represent, asks the FAA to allow pilots to operate noncommercial single-engine aircraft under day VFR in single-engine aircraft with 180 horsepower or less, four seats or fewer, fixed gear, and with a maximum of one passenger (among other parameters laid out in the request). The medical standard would be similar to the standard sport pilots have used safely, and would allow the leveraging of an educational course, and would allow many pilots to continue to operate aircraft with which “they are most familiar.”

Both organizations believe the exemption would increase safety, reduce costs, and help stem the decline of the pilot population.

The petition for exemption seeks creation of a medical safety educational course that would be developed by the AOPA Foundation’s Air Safety Institute and available online, free of charge. The course would educate pilots on medical considerations beyond basic flight physiology and includes medical concerns that may be reviewed in the medical application process—making them better able to evaluate their medical fitness before each flight.

Pilots would establish their baseline of health with a driver’s license, just as sport pilots have done for seven years—without a single accident attributed to a medical condition in flight.

Drawing on experience gained from past attempts to eliminate the third class medical requirement, the organizations propose an exemption which calls for a strategic approach to mitigating risk. As requested, the exemption seeks to enhance safety by providing new educational and removing the disincentive to seek treatment based on fear a medical visit could compromise flying status.

This exemption would also help mitigate the increased risk that may occur naturally when pilots transit to unfamiliar (and sometimes distinctly different) aircraft types. These education requirements would help stem the decline in general aviation users, supporting small airports across the country by reducing a significant hurdle in one’s flight.

This initiative will preserve the freedom to fly by reducing a significant hurdle in the lives of many pilots and entrants into general aviation while maintaining or enhancing safety.”

“Once we get a safety education program that does not require the same scrutiny of a medical examination, that opens up a huge potential for adding pilots to the aviation pool,” EAA’s Vice President for Professional Activities Michael Fenske said.

The petition for exemption has been supported by a growing number of aviation groups and thousands of pilots across the country.

The petition for exemption seeks creation of a medical safety educational course that would be developed by the AOPA Foundation’s Air Safety Institute and available online, free of charge. The course would educate pilots on medical considerations beyond basic flight physiology and includes medical concerns that may be reviewed in the medical application process—making them better able to evaluate their medical fitness before each flight.

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KBFI’s
Taxiway Alpha—
Constructing the Future

Extensive rehabilitation of KBFI’s Taxiway Alpha will be underway in April, to be completed in phased stages this year.

When flying to or from KBFI, check for updated NOTAMs, as this project will require ILS critical work, periodic runway closures, multiple closures of several taxiway connectors, and nighttime construction work.

Sign up to receive email or text alerts of the construction project. Go to www.kingcounty.gov/airport

Click to the Taxiway Alpha page and click the button next to “Get Project Updates” to sign up.
User Fee Prospects Fade in Congress

By Dan Namowitz

A groundswell of opposition awaits the Obama administration's proposal for a $100 per flight user fee that would replace the current $5-per-flight general aviation tax. The fee, which would be levied on each flight of aircraft weighing less than 12,500 pounds, is estimated to raise $2.4 billion annually.

The user fee proposal, which was introduced by House Speaker John Boehner and Senate Majority Leader Harry Reid in 2011, was intended to address the long-term funding needs of the Federal Aviation Administration (FAA). However, it has faced significant opposition from the general aviation community, which argues that the fee would be a regressive tax on a critical sector of the economy.

The FAA has been struggling to find a stable source of revenue to fund its operations, particularly in light of the decline in air traffic since the 2008 financial crisis. The current general aviation tax, which is the only dedicated funding source for the FAA, is not expected to generate enough revenue to cover the agency's ongoing expenses.

The Senate has passed a bill that would extend the current tax to 2015, but it has not yet been considered by the House. If the user fee proposal were to be enacted, it would likely be accompanied by other measures to address the FAA's financial challenges.

The user fee proposal has also faced opposition from pilots and aircraft owners, who argue that it is unfair to impose a tax on a sector of the economy that is already struggling. They have pointed to the contributions of general aviation to the national economy, including job creation and economic growth.

In conclusion, the user fee proposal is a key issue in the ongoing debate over how to fund the FAA. While it may be seen as a necessary step to address the agency's financial challenges, it is likely to continue facing opposition from the general aviation community. The next steps in this debate will be closely watched by both FAA officials and the general aviation community alike.
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Next Step For Pilot’s Bill of Rights
Charles Spence | Capital Comments | February 13, 2012

WASHINGTON, D.C. — The Pilot’s Bill of Rights is moving along through Congress after Rep. Sam Graves (R-Mo.) recently introduced a companion bill to one introduced last year in the Senate by Sen. James Inhofe (R-Okla.), which now has more than 60 co-sponsors. The bills are aimed at improving the relationship between general aviation pilots, the FAA, and the National Transportation Safety Board.

Currently, if the FAA is investigating a flight, that agency will deny pilots access to information that is part of the investigation. This limits the pilot’s ability to know what happened, as well as to participate in the investigation, according to the bill’s sponsors. Among other enforcement related provisions, the Bill of Rights requires the FAA to certify a pilot as the subject of an investigation. It also requires the FAA to provide to pilots their options for moving forward and to share relevant information with them.

It also permits any person who is denied an airman’s certificate, or one whose certificate is revoked, to file an appeal in the United States district court or to the National Transportation Safety Board.

Other sections of the bill require the FAA to improve the Notice to Airmen (NOTAM) system. It requires that procedures to work with the general aviation community to clean up the NOTAM system and ensure that relevant information is provided.

Another section of the bill changes how Flight Service Station briefings and other air traffic services provided by government contractors are made available. Currently, a Congressional subpoena is needed to obtain the information. The bill changes that to making it available through a Freedom of Information Act request.

Another part of the bill takes on FAA’s medical certification process and forms. Its aim is to provide greater clarity. The present form is considered to be ambiguous and subject to misinterpretation, resulting in pilots unintentionally giving incorrect information. The bill requires the FAA to work with the general aviation community to update and clarify the forms.

By default, pilots work more closely with the aviation community would also have to be established by the FAA. It would consist of people from general aviation pilot groups, aviation examiners, and other qualified medical experts to advise the FAA.

As the bill moves through both houses of Congress, it is expected that a number of procedural amendments will be considered, like this bill to improve the NOTAM system. This is the first time such a change could be made through legislation, as this bit of information about altering the FAA medical requirements will show. Max Karant, a long-time aviation journalist, has written and for the past three years been Chief of the Owners and Pilots Association (AOPA), wrote about general aviation and loved every part of it. But in his early years he was not able to become a pilot because his depth perception eye problem was not acceptable under rules of the Civil Aeronautics Board (predecessor of the FAA). Citing Wiley Post, who flew solo around the world although he had but one eye, he made an effort to change medical requirements. Then, in 1944, a scientist buried deep in the bowels of the CAA maneuvered into position to appear before a Congressional medical committee. He pointed out that a bird with one eye on each side of its head uses depth perception to keep from colliding with objects. It’s called the stereoscopic vision. But in his early years he was not able to become a pilot because his depth perception eye problem was not acceptable under rules of the Civil Aeronautics Board (predecessor of the FAA). Citing Wiley Post, who flew solo around the world although he had but one eye, he made an effort to change medical requirements. Then, in 1944, a scientist buried deep in the bowels of the CAA maneuvered into position to appear before a Congressional medical committee. He pointed out that a bird with one eye on each side of its head uses depth perception to keep from colliding with objects. It’s called the stereoscopic vision. But in his early years he was not able to become a pilot because his depth perception eye problem was not acceptable under rules of the Civil Aeronautics Board (predecessor of the FAA). 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Commercial pre-packaged survival kits are available, but you can also build your own. The Surround Winter Survival Clinic in Marion, Mont., in January helped pilots analyze what to pack in a survival kit and gave them a chance to practice with the gear they normally carry onboard the aircraft.

Retired Army Special Forces Master Sgt. Frank Bowen emphasized the importance of covering up the things you would normally wear in your personal and/or airframe survival pack. For inexperienced survivalists, he included a suggested equipment list for starting a fire, building shelter, purifying water, and signaling for help.

Some pilots who regularly fly over the rugged backcountry wear their survival kits in the cockpit. John and Tricia McKenna, president and administrative director of the Recreational Aviation Foundation, who had recommended the winter clinic, wear survival vests. This decreases the chances of forgetting the kit in the aircraft or of it becoming in the wreckage before you can remove it; plus it’s already on you in case injuries limit your mobility. Vests can be purchased pre-filled with survival supplies, or a simple fishing vest can serve as the base to assemble one from scratch.

The trip to the store, the survival kit was rounded out with a flame gun, rope, water, flares, and survival gear. With kits and supplies as varied as the participants’ personalities, Bowen encouraged everyone to practice with all of the different tools available to determine what would work best in a survival kit. Pack “what best fits your style,” Bowen recommended.

Paine Field GA Day 9am - 5pm
May 19, 2012 (Saturday)
Paine Field-GA Day 9am - 5pm
BBQ Lunch @ KOPN (Oregon) newportoregon.gov/dept/np

Olympic Flight Museum Air Show @ Olympia
June 17, 2012 (Sunday)
Olympic Flight Museum Air Show @ Olympia

Flare guns can help get searchers’ attention.

Gloves, rope, water, flare guns...just a few items.

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