COURTESY MARIAN JENSEN
Several volunteers flew in for the annual Ranger Creek Cleanup

JUNE-JULY 2023

WINGS

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COURTESY MARIAN JENSEN
Green River WPA Members Luke Olsen and Mark Babcock put up a new windsock at Ranger Creek Airport

RANGER CREEK CLEAN-UP 2023

BY MARIAN JENSEN

What can you do with five airplanes, numerous trucks, a motorhome, one utility trailer and 30 people who love flying and the outdoors? For one thing, you can clean up one of Washington's several state managed airports.

On a recent May morning with the sun shining and not a cloud in the sky members of the WPA Green River Chapter, Scout Troop 401, the Boeing Employee Flyers Association and our intrepid leader Washington State Airports Director Paul Wolf begin work at about 0900 on the annual Ranger Creek Airport clean-up.

Cleaning up a state managed airport involves several activities such as changing the two windsocks at the airport, blowing pebbles and other debris off

CLEAN-UP
continued on page 7

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Bellevue, WA 98004

PRESIDENT'S MESSAGE...

JERRY BARKLEY
WPA President

Finally, some flying weather!! Seemed like we've had a long, long winter.

VP West Richard Beckert and I, along with our better halves, were able to attend a WPA meeting in Sequim recently. We were taken aback at the number of people who attended the meeting, and the camaraderie and energy in the room. There are a lot of airplane enthusiast in that area. Rick and I are planning to attend more and more chapter meetings and see what we can do to boost our membership. The WPA does have some money for burger burns, and to promote the WPA and build membership. If you have any ideas for social activities and building membership in a particular areas please let us know.

I would really like to see more chapter interaction and fly outs. The best way we can build our membership is to tell a fellow pilot! While taking a about places to fly, I would like you all to take a look at a website, https://pirep.io. If you're looking for a place to fly, it's a great resource for airports, and is broken down into different categories like restaurants, camping, hiking, etc. The site has lots of great information, you will not be disappointed. Best thing of all, it's free.

We are making changes to the WPA website. I'm excited about the new look and things it has to offer. Soon there will be a "Buy/Sell/Trade" page. Maybe we can get that stuff laying around or hangers into someone else's hands. The listing will be free for members and available to everybody. I think it will bring people to our website and show them what we have to offer, meanwhile gaining membership.

On July 8th the state board meeting will be in Chelan. We are planning to do a burger burn for folks within a 60 mile radius to encourage pilots to come see what the WPA is all about and to support our chapters.

AIRPORT AFFAIRS...

TOM JENSEN
Airport Affairs

The Popular Pass Port Program's Prominent Promoter has asked me to build some more lock boxes for the stamps....which keep getting swiped.

The Passport program has been very popular with pilots (and fuel sellers) and not a few nice flight jackets have been won by participants. Contact Tim Mensonides (Auburn airport manager) if you need to validate an airport visit and found the stamp missing.

A lock box example is shown in the photo. They are almost idiot-proof, made of heavy steel and securely attached to solid timber pieces, with a quality lock with combinations only known to pilots.

Sometimes, "almost" is not enough; some miscreant took a bolt cutter to the lock on the stainless steel lock box at Copalis; at least they didn't destroy the box....

Shown with the lock box in the photo is a Guest Book box. The books therein are important for registering airport usage, which helps justify maintenance of State airstrips. They are also interesting to read and can lead to coincidental meeting of new friends from faraway places.

Paul Wolf reports that he often finds the books missing, some apparently used for fire starting.

I'm sharing the "missing guest book" problem in hopes of a surfacing a useful idea which might discourage thefts and destruction. (Picture of Smokey Bear on the box? Mother Teresa? Anything we could learn from the GeoCaching folks? Etc.)

I am looking forward to meeting the new Aviation Director and may ask for a meet and greet with the following Haiku:

The first Medevac
(Winter, Rogersberg,
airplane)
saved Jidge's wife

Telephone, tractor
"Dozer one notch above
plane"
High tech, '51

Rogersberg boom town,
gold prospecting artifacts
left miner mounds?

Now only seniors
with some witness
protection?

COURTESY TOM JENSEN
Lock Guest Book boxes to document your visits to our historical State airports.

WINGS GOES DIGITAL

Well, this may not be new, because you could always get the newsletter on the web site, but you now have another option. When you renew your membership you have the option to check the Digital only box. Then, you will not receive the printed copy, but you will receive the digital version.
To make it easy we will send you an announcement that the digital version is available and give you a link. Once you get there, you can read it, or print all or part of it. This is an effort to save our Association money. The WINGS publication is our largest expense.

WASHINGTON PILOTS ASSOCIATION

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LEGISLATIVE UPDATE...

STATE REP. TOM DENT *(R-Moses Lake) represents the 13th Legislative District*

We made it through the 105-day long legislative session. It started as a sprint and truly never slowed down. Right to the end it was a challenge and as major issues were on the negotiating table right up to the final hours. We had to return to Olympia on May 16 for a one-day special session to "fix" the Blake decision, which dealt with the legality of street drugs. We managed to find common ground and criminalize possession of controlled substances such as heroin, fentanyl, and methamphetamine.

We had several aviation bills before the Legislature this year. Below is a recap of those bills this session. The last name of the sponsor is in parentheses.

HOUSE BILLS

HB 1040: (Dent) Creating Aviation and Aerospace Advisory Committee

This bill was replaced with HB 1531 due to confusion around the airport siting bill. Both bills died.

HB 1173: (Connors) Wind energy alternative energy resource facilities, requiring aircraft detection lighting systems: Delivered to the governor's office, a partial veto and signed.

HB 1243 (Dent) Governor's office. Airports municipal airport commission membership requirements signed by the governor on May 4.

HB 1318 (Ormsby) Airports, international, county-owned eligible maintenance repair operators in certain counties, sales tax exemptions, delivered to governor and signed on May 11.

HB 1331 (Christian) Airports, new construction at public use airport, sales/use tax exemptions for labor/services/materials/equipment. This bill died.

HB 1395 (Dent) Concerning the distribution of aircraft fuel tax revenue. This bill died.

HB 1498 (Dye) Wildland fires, Aviation Assurance Funding Program, administering of, and creating office and convening board for funding. Delivered to the governor and signed on May 15.

HB 1505 (Slatter) Alternative jet fuels-work group, convening. This bill died.

HB 1554 (Doglio) Reducing public health and environmental impacts from lead. Bill died in committee.

HB 1791 (Fey-Dent) This siting committee legislation replaces the CACC to study the possible need for a new commercial airport. The bill made it to the governor's desk where much of the bill was vetoed, and the remainder of the bill was signed on May 15.

STAY TUNED!!

SENATE BILLS

SB 5281 (Saldana) Aircraft fuel, reducing excise tax for sales to commercial air operators. This bill died.

SB 5447 (Billig) Convening an alternative jet fuels-work group, governor signed on May 3.

SB 5500 (Billig) Airports, international, county-owned eligible maintenance repair operators in certain counties, sales tax exemptions. Bill died in committee.

Hours of work went into each of these bills, some are good for aviation, and some are not. Overall aviation did well this year considering the intensity of the session.

I, along with Senator Boehnke attended the Washington Airport Management Association (WAMA) annual meeting which was held this year in Spokane. We were asked to be on a panel and give a legislative update. The panel went well with many great questions and the passion for aviation showing through. I think I have been at every annual meeting since I was first elected. This is a great group and I always enjoy my time with them.

At the banquet on Tuesday evening, I was totally surprised. I was honored with the President's Award for my work on aviation/airport issues. I am truly humbled to receive this prestigious award. Thank you, members of WAMA for your trust and confidence in me. The award is in my district office above my desk to remind me of the honor you have bestowed upon me. THANK YOU!!!!

COURTESY REP. TOM DENT

Rep. Tom Dent receiving the WAMA President's Award.

The Aviation Caucus went well this year as we transitioned from a virtual to in-person/hybrid. We had a few hiccups as we were transitioning but by the end of the session all was going well. I personally was happy to be back in person. I along with my co-chair are looking at having a caucus meeting during interim so stay tuned.

If you ever have any issues with legislation I have proposed, please get in touch with me so we can discuss the problem and work on a solution. Legislation many times can be good for some and not good for others. If we know the issue, many times we will find a balance, so it works for everyone.

Remember, we are a small industry so let's stick together and move aviation forward for the benefit of all!!

Stay safe my friends and until next time, BlueSky's and Tailwinds!!

If you have comments or ideas for aviation-related legislation, or if you would like me to come to a chapter meeting, please do not hesitate to get in touch with me. You may email me at tom.dent@leg.wa.gov or contact me through my Olympia office at 360-786-7932, or my district office at 509-941-2346. You may sign up for my email updates by visiting my website at representativetomdent.com

Tom Dent is a lifelong resident of Washington and has been a professional pilot since 1976. He currently holds an Airline Transport Pilot Certificate multi-engine land with commercial privileges single engine land. Tom is also a Certificated Flight Instructor for both single and multi-engine airplane and instrument airplane and a certificated ground instructor. He lives on his ranch with his family, the Flying T, seven miles northeast of Moses Lake. Tom represents the 13th District and is currently serving his fifth term in the state House of Representatives.

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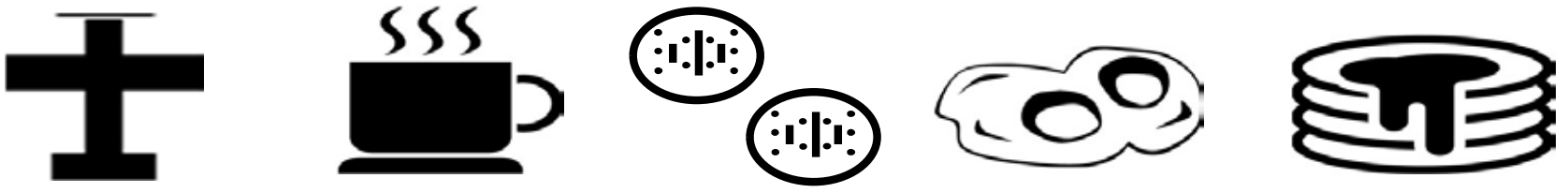

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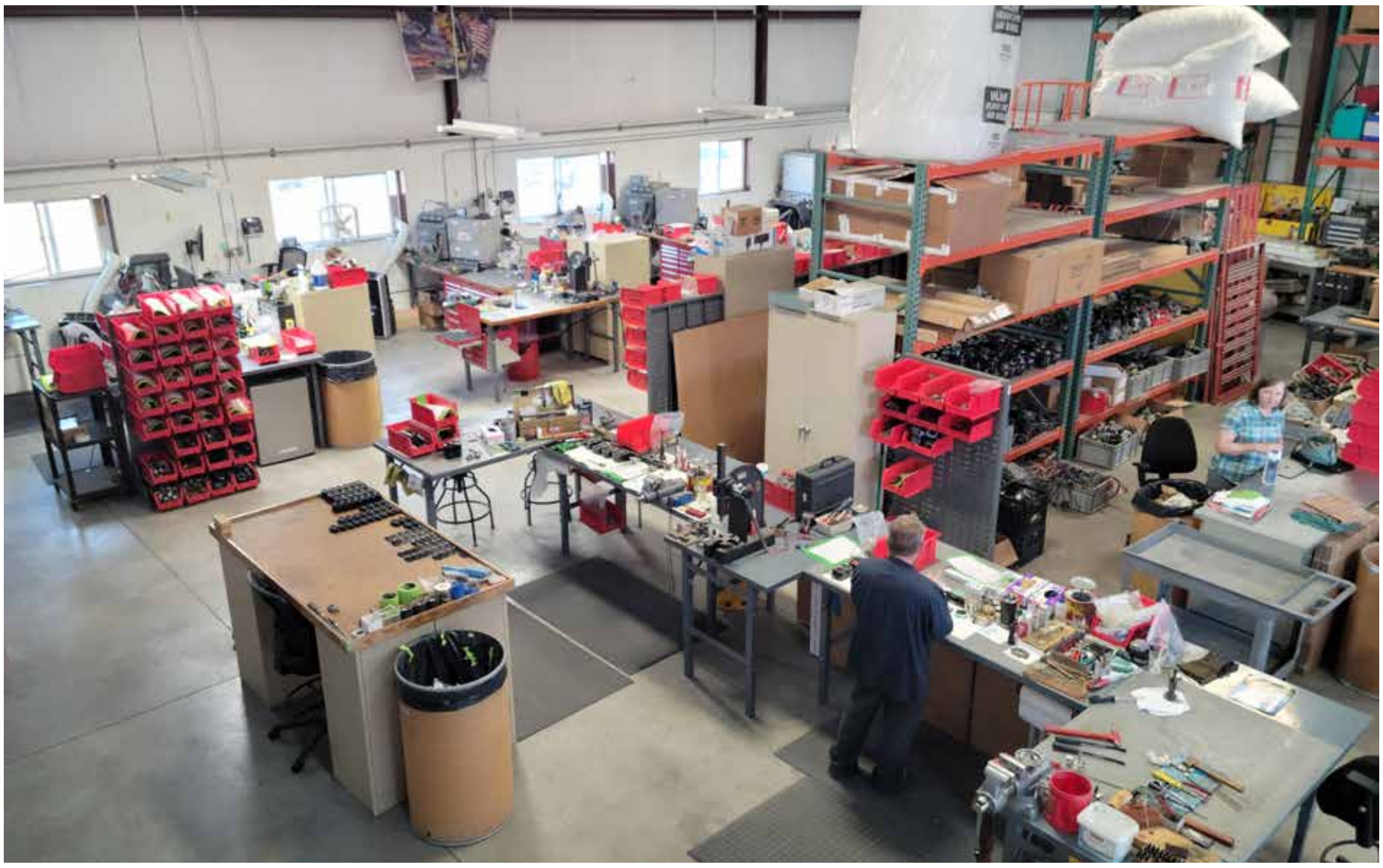
FATHER'S DAY FLY-IN

WHY DO WE DO MAGNETO CHECKS IN THE RUN-UP?
WELL, THEY DON'T ALWAYS WORK



COURTESY GEORGE STEED

Clif at Aircraft Magneto Service in Stevensville, MT spends a lot of his time on the phone, helping pilots diagnose engine electrical problems.

BY GEORGE STEED

So there we were, two hours from home after 4 weeks on the road and 40 hours airborne. From the Pacific Northwest to Oshkosh, then Mackinac Island, Central MI, NY, NH, PA, IN, IL, SD, and MT, The Lovely Mrs. Steed and I stopped for gas at Kellogg, ID, fired up, taxied out, and sat in the run-up. Went through the checklist as always, got to the mag check, left was fine, back to both, went to right and it stumbled. Never, in 1200 hrs of flying had an engine done that. Dropped 500rpm and continued coughing.

Back to both and it was smooth. Left, smooth. Right . . . Same thing. RPM drop and scary coughing. We taxied back.

I looked under the cowling but all seemed normal. Then called Clif. Clif runs Aircraft Magneto Service in Stevensville, MT. He's run this business since 1976 and spends a lot of his time on the phone helping guys like me try to diagnose engine electrical problems. He suggested a few things but nothing changed. Finally suggested that I overnight the mag to him, he'd put it first in line, then overnight it back. We considered this. If everything worked just right it would mean 3 days in Kellogg. Might be nice but we were both eager to get home. This wasn't in the original plan. Eventually we realized that Stevensville was just 150 miles back down I-90. It was about 1PM, we could pull the mag, borrow the crew car, make use of the 80mph limits in Montana, and make it to Stevensville that day. In effect, we'd do what UPS would do but with more surety.

MAGNETO
continued on page 7

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CLEAN-UP

continued from page 1

COURTESY MARIAN JENSEN

Washington State Airports Director Paul Wolf gives volunteers a safety briefing prior to work beginning on the cleanup.

the runway, pulling up saplings from near the runway or other airport facilities, placing large rocks around the windsock and repairing damage done over the winter by vehicles or people who don't understand the value of an airport.

When all work is done and tools stowed, volunteers are invited to dig into Al and Ester Banholzer's famous chili. Al had to pass the torch a couple of years ago but his work party and chili recipe live on with the help of Green River Chapter members Marv Olsen and Tom Jensen.

For those interested in learning more about back- country flying, Ranger Creek is an excellent place to start as it is a real mountain airstrip. However, it should not be taken lightly, and at first under the wing of an experienced back-country pilot.

The "Adopt and Airport Program" is sponsored by the Washington State Department of Transportation, Aviation Division, and gives pilots and other groups a chance to help out with one or more of Washington's state owned and operated airports. For further information on the "Adopt an Airport Program" visit the Washington State Department of Transportation, Aviation Division, at wsdot.wa.gov/travel/aviation.

MAGNETO

continued from page 6

We yanked the right mag, tossed our suitcases in the '90 Taurus, and headed back down the freeway we had just flown over.

Clif usually closes at 4:30 but said he'd wait until we showed up. He did. About 6PM (Mountain time - we lost an hour) we pulled in. Clif put the mag on the tester, spun it up, and said, "Hmmmm. . . Seems OK." This wasn't good. He went through a couple of other checks then finally asked, "Are you sure you brought the correct mag down?" I paused here for thought. When it was on the right switch position, it cut out, and dropped RPM, so I removed the right mag. A) Could the wires have been crossed from the switch to the mags? B) On the 'Right' position, could I have been grounding the right mag and running on the Left? In either case, the mag in our hands didn't seem to be the problem. We left it at this for the evening and went to dinner. Clif had made reservations for us.

The next morning Steve confirmed Clif's findings then IRANed the mag, just to be sure.

Clif, to his undying credit and my thanks, offered to send a spare mag back with us. He didn't have a 6310 on the shelf so Steve built one up and we were on the road before noon. Back in Kellogg, I installed the mag on the right side. No change in the problem. Then I installed the spare mag on the left, timed it in, and (no surprise) the engine ran perfectly. We were back in the air by 5PM, and home to Bremerton by 7.

We have a lot of people to thank, primarily Clif and Steve at AMS. They currently advertise a 13 business day turnaround on Slick magnetos but put us at the head of the line. They stayed late, diagnosed the problem, built and sent a spare mag, and didn't make me feel too foolish in the process. Clif is a B2Osh sponsor and has been at this a long time. His shop is clean, well organized, and quietly busy. What impresses me, though, is the customer service. While my mags had been recently IRANed for an overhaul, and technically, I suppose, under warranty, Clif wouldn't take a nickle for ANY of this service. His only concern seemed to be to get us back in the air, quickly and safely.

We also need to thank the staff at S83, Shoshone County Airport in Kellogg. Dustin, the A&P lent me space, help, a timing box, and some tools. Dave, the manager, OKed the use of the crew car for a longer-than-normal run, all so we could get home. As often happens when flying around, the unexpected occurrences lead to excellent adventures, and find us in places we wouldn't have otherwise gone, meeting new friendly and helpful people, and making new friends and lasting memories.

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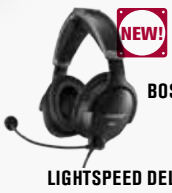

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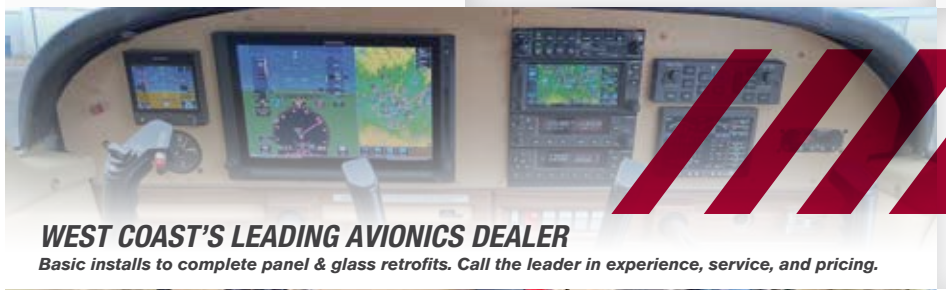

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   (click Forgot my Password? if you want it sent to your email address on file).
3. Once logged in, you will see (among other things) Aircraft Spruce and Spencer Aircraft discount codes, and a link to print your membership card.
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