

A look to the west shows the sun setting over the San Juan Islands and Deception Pass Bridge. Photo by Michael Watkins



Wings

OCTOBER - NOVEMBER 2021

Serving Washington Pilots Since 1960 | Washington Pilots Association

OSHKOSH Bound

By Ken Davies

For years my friend Wade and I had always discussed going to OSHKOSH as we both had never been before. Our plan was to take his Cherokee 180 which I now own but that's another story.

As the pandemic last year interfered with the annual tradition of OSHKOSH, this year we said was the year; we were going. We decided to take Wade's Piper Arrow 180. Our plan was to leave early to arrive early and allow plenty of time to enjoy the day.

The two of us met about a week before at a local IHOP to go over our plans. We decided to leave at 8 am on the Thursday before OSHKOSH. That day turned out to be picture perfect and we loaded up the plane and started off.

Our first stop for fuel was Spokane. I had purchased a Stratus 3 for the trip to use for traffic and weather and it worked perfectly! We even had to skirt the edge of a storm that was moving faster than we expected. We spent our first night in Aberdeen, South Dakota. A shout out to Quest Aviation for allowing us to use their air conditioned, red pickup truck for the night. After having a McDonald's burger for dinner, we bedded down in a hotel with great air-conditioning and got a good night's sleep.

The next morning after eating a quick breakfast we were off, flying east and stopping off at Wausau to fuel and brief the NOTAM before flying into OSHKOSH and landing on the "green dot."



Before we knew it, we were taxied off the runway pointed towards the "North Forty" and motioned to shut down. As soon as we opened the aircraft door we were given a great big welcome by a number of marshallers, "Welcome to OSHKOSH! Is this your first time?" To which we said yes. They told us we would enjoy it. We were parked in the best spot for being a first timer, since it was less than a hundred feet from the food tent, five

continue pg 3



Legislative Update

By Representative Tom Dent, District 13 GOP



State Rep. Tom Dent (R-Moses Lake) represents the 13th Legislative District

Looking back at the aviation-related legislation we passed in the 2021 session, we are now starting to see the fruits of our efforts. The Community Aviation Revitalization Board or "CARB" bill and the additional funding provided has generated interest from many of our smaller airports applying for loans for a multitude of projects. And, the best news, is the program is now in statute and will be with us permanently.

House Bill (HB) 1538 which would form the Aviation and Aerospace Advisory Committee, will be front and center this year as a priority bill. Although the committee has been formed through a proviso in the budget, it is only tem-

porary. This bill is a legislative priority for me in the next session so we can make this permanent state law.

The committee is essentially put together and will be having their first meeting soon. I am looking forward to this meeting and I have great hopes for this committee and the support it will provide for the future of aviation and aerospace in Washington state.

A few years ago, we put together legislation to allow sponsors of municipal airports to form commissions to manage these airports. Because Spokane Felts Field is a municipal airport (an oversight on my part) the original bill didn't take that information under advisement. With that being the case, I am currently rewriting the earlier version of the legislation to accommodate Felts Field and other large municipal airports.

continue pg 2

What's New

OSHKOSH Bound.....	1
Legislative Update.....	1
New Eats in Skagit.....	2
Skagit Scholarship	3

Presidents Message.....	4
Committee Reports.....	4 & 5
SW Chapter Events	5
CFI Corner.....	6
"Mike Fox" Airplane	6
WPA Chapters Around the State	7
WPA Membership Benefit Listings.....	8

Washington Pilots Association
1100 Bellevue Way NE, STE 8A (Box 397)
Bellevue, WA 98004

Legislative Continued

Due to the unique challenges of managing airports, this would be an option for a community to effectively keep their airport viable. The bill does not require an airport owner to manage their airport by commission but simply gives them an option if they so choose. I believe this will help many rural airports become more relevant in their communities. The airport is the gateway to the community, let's keep them in business.

The aviation funding bill will return once again. However, at this time, I am not sure what it may look like. We have several new ideas on the table as well as variations of the 1% bill previously supported. I do know the need is great and it is necessary that we continue to move this idea forward. I will continue to look for new revenue sources for our aviation infrastructure.

It has been another interesting summer with the numerous catastrophic wildfires. This has elevated the need for more tanker aircraft on the front lines. Aircraft are a greatly needed resource for initial attack on wildfire. I have much passion for reducing wildfire and the need to preserve our natural resources. And preservation is increased through initial attack using aerial assets and air tankers when deployed early to stop fires from becoming large. Because of my interest and passion for the use of aircraft on wildfires, I am exploring the possibility of putting together a wildfire summit in the western United States to collaborate on how to improve and increase the use of aerial assets.

On the subject of the Supertanker, we were unsuccessful in saving the Boeing 747 from being sold and becoming a freighter again. However, because of the publicity surrounding the aircraft, we generated interest in very large air-

tankers, and a new company is currently looking at putting a 747-200 together with the drop system that was removed from the Supertanker. So perhaps the Supertanker concept will return to fly again.

The Washington Airport Management Association will be having their annual conference Oct. 4 – 6, at the Alderbrook Resort and Spa in Union, Washington. I am truly honored and privileged to be the luncheon speaker on Tuesday, Oct. 5. I am looking forward to seeing many old friends and hopefully making a few new ones.

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 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

Until next time, BlueSky's and Tailwinds!!

Tom Dent is a lifelong resident of Washington and has been a professional pilot since 1976 accumulating more than 20,000-logged hours. 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. 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 fourth term in the state House of Representatives.

Washington Pilots Association
Executive Committee & Officers

President: Ken Davies 306-202-0836
VP West: Jerry Barkley 206-276-8540
VP East: Roger Bertsch 509-879-2276
Treasurer: Bud Smilanich 425-891-8304
Secretary: Richard Beckert 425-330-2809

Directors:

Membership: Royce Civico 206-427-2338
Airports: Tom Jensen 360-825-6777
Safety & Education: Gary Miranda 360-281-0196
Govt Affairs: John Dobson 360-898-2319
Dir at Large: Angel Base 509-328-1773
Communications: Michael Watkins 360-661-5477

WPA Website: <http://www.wpaflys.org>

Skagit Landing a New Eats

This restaurant is different from all the other restaurants I've ever been to. Chef Josie Urbeck has risen to the challenge and brought local vendors into the pilot community to conquer everyday tastes of pilots. Start off with their awesome Chorizo Breakfast burrito, or the Skagit Landing grilled cheese and a cup of house made tomato soup or clam chowder. Try the Don Burger and fries, with garlic aioli dipping sauce. You can finish off your meal with a piece of Whidbey pie or Lemon bar for dessert. This locally owned and operated farmtofork Bistro is celebrating the "bounty of the county" on every plate. Fly in or drive in and give it a try! They have expanded their hours for all to enjoy what they have to offer.

Closed-Monday

Tues. & Wed. 10-5

Thurs. - Sun. 11-8



ADVANCED
AVIONICS SOLUTIONS LLC

10394 N. Aero Drive, Hayden, Idaho 83835
Pappy Boyington Field (COE)



We are a full service avionics shop now
located at Coeur d' Alene Airport.

We are a dealer for Garmin, S-Tec, Aspen, Electronics International, JPI, and Mid-Continent Instruments.

We also service many other major avionics manufacturers!

COME SEE US!

Contact Barry Huck at (208)-209-7328 or
barryh@advancedavionicsolutions.com.
Monday through Friday 8-5.

JOIN WPA

WASHINGTON PILOTS ASSOCIATION

WPA

WPA is working to advance the interests of general aviation in Washington State.

PLEASE JOIN OR RENEW TODAY!

www.wpaflys.org

Washington Pilots Association
Serving Washington Pilots Since 1960

More Experience. Greater Capabilities. Better Protection.

We take care of policies that take care of you. After all, that's what partners are for.

From your pre-flight checklist to the complexities of aircraft maintenance, your attention is fully focused on preparing and flying your aircraft. Our attention? It's on building the peace of mind that comes from knowing that your investment, whether you own an aircraft for business or recreation, has the proper protection.

 **REGAL**
AVIATION INSURANCE
An AssuredPartners Aerospace Company

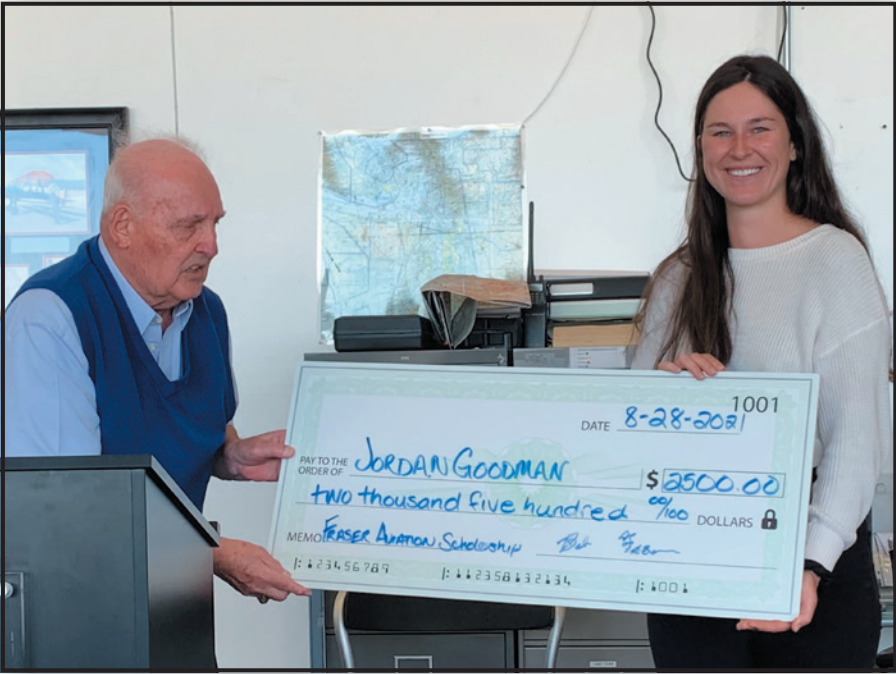
regalaviation.com
800.275.7345

 **AssuredPartners**
AEROSPACE

Skagit Chapter Presents Aviation Scholarship

By Jerry Higgins

On Saturday, August 28, the Skagit WPA chapter presented a \$2500 Aviation Scholarship to Jordan Goodman, a student pilot training at Cascade Aviation. The scholarship named after retired Navy Captain Bob Fraser is expected to be an annual event. Jerry Higgins, a Skagit member was this year's chairman. Bob Fraser was on hand to present the award to Jordan surrounded by a number of old Whidbey Island Navy Flying Club past members, Ken Davies, Ron Hoffman, Darren Dresser, David Young, Bob Harrison, Matt Miller, and Jerry Higgins. Past CFI's Keith Wolak and Ryan Bradford both retired Air Force pilots were mentored at the WINFC by Fraser as boot CFI's sent sentimental letters praising Bob for his outstanding mentorship. Ryan even had a FaceTime conversation during the ceremony. "This was a very special day," said Fraser, "I never expected this."



Jordan receives a scholarship check.

WE WANT TO HEAR FROM YOU!

Tell us what you like, dislike, or just sound off about anything aviation. Please include your name and chapter association. Submit entries via e-mail to michaelwatkins1@icloud.com.



WPA Wings

A Publication of the Washington Pilots Association
227 Bellevue Way NE, PMB 397
Bellevue, WA 98004

WPA Wings is published bi-monthly, (February, April, June, August, October and December).
Submissions are welcomed!

Please send articles via e-mail to: wings@wpaflys.org

Send typewritten or handwritten articles to:
PMB 397, 227 Bellevue Way NE
Bellevue, WA 98004-9721

WPA WINGS is the bimonthly newspaper of the Washington Pilots Association (WPA), which represents the pilots of Washington State. Letters to the Editor are welcome. Letters must be signed by the author and a contact phone number provided.

The WPA reserves the right to edit all letters and to refuse inappropriate advertising. Opinions expressed in **WPA Wings**, including those in letters to the editor and advertisements, are the opinions of the writers and do not necessarily reflect those of the WPA.

Information included in this publication is intended for entertainment and/or educational purposes only. The reader must not rely on the information contained herein to relieve him/her of the responsibility to comply with Federal Aviation Regulations and instructions. The reader is solely responsible for his/her own safety and in no case shall the publisher, staff, any officer or member of the Washington Pilots Association be held responsible for any use or lack thereof, that readers may or may not choose to make of the information contained herein.

Be smart, and please fly safely.

PLANNING FOR YOUR NEXT FLY-OUT ADVENTURE HAS NEVER BEEN EASIER.

Download the WPA Teamup Calendar from the App Store today!
Don and June Fitzpatrick spend a great deal of time putting together the WPA "Fly-for Fun" Calendar. They send out an e-mail to as many friends as they can with hard copy attached. They also make sure the calendar gets posted to the WPA website. But what happens if you don't have access to a computer? You're at the pilots lounge or chatting with a friend on the phone . . . Where are we going this weekend? When is the Republic Fly in? When is Arlington?

This is simple . . . follow the links below
<https://www.teamup.com/apps/>

- Teamup for Android (Samsung, Nexus, HTC, Huawei, ...)
- Teamup for iOS (iPhone, iPad, ...)

When asked insert the following WPA Calendar Key: **ks4fc9b1660c5f5af3**

App Store Preview



Teamup Calendar

The Shared Calendar for Groups
Teamup Solutions AG

★★★★ 4.2, 54 Ratings

Free

OSHKOSH Continued

hundred feet from the new showers and bathrooms, and four hundred feet from the store.

After tying the plane down, we started setting up our ten-man "John-Mahal" tent. We had read that you could only bring one tent unless it was for family reasons so we did. After setting up camp we headed to the store to see what they had and ended up eating "flat board" pizza and salad for dinner which wasn't too bad. We found out the food tent and the vendor tents wouldn't open until Monday. Wade and I spent the rest of the weekend looking at planes that had flown in, enjoying the experience with us.

We did find out when the National Weather service came over the PA and said there would be gusting winds of 50 to 70 miles per hour and torrential rains in fifteen minutes they were not kidding! We ended up getting a "double shot" Sunday night, once at 1:30 am and again at 4:30 am. There wasn't any place to go other than to stay in your tent and wait it out. The John-Mahal did very well at staying put. I did get up and put my shorts and tee shirt on before the storm hit just in case.

On Monday we tackled four hangars of vendors, the OSHKOSH Museum which was highly recommended, and the air show, which was spectacular! We also met up with a number of pilot friends including ones that flew in from the "Cherokees to OSH" group.

After finding out that another storm was headed our way on Wednesday, we decided to depart Tuesday after breakfast as I had places to be by the end of the week. After a quick look over the departure NOTAMS and we were off. Departing OSHKOSH was not as bad as we thought it might be.

We ended up stopping for fuel at Sioux Falls, South Dakota. As soon as we were ready to depart, the baggage door lock decided to fall apart. It forced our hand to spend the night and manufacture a lock that would work. We found everything we needed: a Tractor Supply store, a restaurant close by the hotel, and a room with nice cold air conditioning.

The next morning as it was approaching 90 degrees at 9am we replaced the Duct tape that was holding it closed with a door lock that worked. We were fortunate that heading both east and west gave us tailwinds in both directions as our ground-speeds seemed to hang around about 120 average.

After a few more fuel stops we landed at Spokane only to find out they were out of 100 low lead and forgot to NOTAM it. Back to Coeur d'Alene we flew for fuel. We then launched off for Arlington, flying through I-90 and touched down right around 4:30 in the afternoon on Wednesday. What an awesome trip it was.

We found our portable spray bottles made for great air conditioning in flight. The cooler with cold water and sport drinks behind the seat helped to keep us hydrated. The small generator we brought along to charge electronic devices and inflate and deflate our mattresses worked out great. Our John-Mahal ten-man tent was a little overkill. We also may have packed a few more clothes than we actually needed, they sell lots of tee shirts at OSHKOSH. The best altitude going over and back was between five and seven thousand feet. We seemed to have missed most of the smoke from the fires that were burning. Wade and I did a lot of hangar flying conversation on the trip over and back. A number of pilots we have talked to have been going for a number of years.

We did not get to see all we would have liked but we did get a great taste of what it's like to be at OSHKOSH and be part of the 17,000 aircraft that arrived and the 680,000 people who attended this year!



Aviation Real Estate
580+ Airparks
One Singular Community

HangarMap.com

Erik McCormick - Publisher
Creative Marketing Agency 480.888.6380



COMMITTEE REPORTS

Eastside



Roger Bertsch
Vice President, East

First it was Covid then it was forest fires with lots of smoke and now Covid again! Despite adversity eastside pilots are flying! At the recent Spokane Chapter meeting the Spokane Airport Authority stated that the number of sorties from Felts Field (KSFF) had increased 19% since 2019 and that was before Covid. Felts is down to two controllers and a supervisor so the tower at Felts is very short handed. As pilots we understand the need for brevity, concise and clear radio transmissions. The Spokane meeting held on September 15 was all about movement and non-movement areas. Only the government could call a non-movement area that allows cars, motorcycles, airplanes, ATV's, bicycles, people and their pets to do whatever they can to "move". The simple explanation is that non-movement means the tower cannot mandate instructions as they can do in a "movement" area where pilots are required to follow instructions. In a non-movement area, ground control normally would say, "Taxi at your discretion." Common sense suggests that if you can see the tower, (and they can see you) tell them your intentions and requests so they and other pilots on ground know what you are doing. As example, the very long Taxiway "A" at Felts Field is mostly in a "non-movement" area.

I'm lucky to able to fly out of the "turf" airstrip at Fowler's NW 40 (12WA) and have "my own private airspace" to enjoy. With this record draught, even the weeds are challenged to try to hold the direct together. In reality the Palouse south of Spokane International (KGEG) is virtually devoid of air traffic and I'm glad to share it. It is rare to see another airplane in this area, sometimes called the "South Practice Area". Spokane Departures/Approach always provides top-notch VFR flight following. Two of my favorite airports are Rosalia (72S) and Tekoa-Willard (73S). Both have a little challenge and interesting but not difficult approaches and are good choices to practice your landing and takeoff skills. Take a break from the heavier traffic at Deer Park (KDEW) and Coeur D'Alene (KCOE) and enjoy flying the north Palouse.

While we have faced Covid challenges it is great to see that flying continues despite adversity. Many of the Eastside Chapters have demonstrated resiliency in the face of adversity. Spokane came close to maximizing in person attendance at their September meeting and another 20 participated on the zoom call.

It has been my pleasure to serve as your Eastside Vice President for the past two years and it is time to pass the baton as I will not be seeking nor accepting a third one-year term of office. Volunteer organizations such as ours grow best when we bring new people to the leadership team. If you are interested in serving the aviation community, consider taking a spot on the state leadership team. There are opportunities in many areas that may be of interest to you.

President's Message...



Ken Davies
WPA President

Come & Gone
Summer has come and gone, most of which the weather was great to be out flying more than a fair number of days for aviators. I got to do a lot of things this year but not all the things I wanted to do. Going to OSHKOSH and being a part of the OSHKOSH experience was a big one. A few months back we had a state board meeting in Pasco, hamburgers cooked on a BBQ, toured the museum, and all in all had a great time. I didn't get to camp at Orcas this year, nor at Nehalem Bay. I hope your summer plans paid off as well as we try to get back to normalcy.

Our WPA renewal season has started, and I would like to challenge all our current members to get this renewal done early this year. Our benefits package has made a big difference for all our members and if you have an aircraft you

know after the first oil change this year that being a WPA member has more than paid for your yearly dues.

We've had some pluses over the summer, a win for Renton Airport and a big step forward at Bowers Field. I have not yet heard if the Northwest Aviation Conference is a go yet this year, but we do need to start thinking about elections. So far, I have been told we need to start looking for candidates to fill the Secretary, Safety and Education, and VP of the East. I know the last couple of years have been challenging to meet up in person, but it has allowed us to think out of the box and use virtual media to level not seen before. Meetings conducted virtually has allowed us to move forward on several items before the WPA.

Just another reminder its not too late to start thinking about who we might nominate for some of those WPA awards. We have had created a lot of noise and made a lot of progress this past year so far.

Fly safe

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. If you missed the chance to check the box and want to go digital only you can contact John Dobson, who can correct it for you. jdobson.mo@membersonlyinc.com



WESTERN AVIATION

Full Service FBO on Felts Field Airport (KSFF).

Conveniently located between Spokane, WA and Coeur d' Alene, ID. central to all of your business or leisure travel. Come visit us at

Felts Field Flight Center just west of the Historic Terminal Building and The Skyway Café.



FBO Services include:

Full Service Fueling: 100LL and Jet A & 24/7 Self Serve

Aircraft Parking - Day and Overnight

On Site Avionics, Maintenance and Parts

Pilot Supply and Gift Shop

Rental Cars

Lodging Arrangements

Pilot Lounge

Conference Room

Customer Refreshments & Catering

After Hours Callout: Terminal Pilot Lounge & Restrooms

U.S. Customs and Immigration Services

FBO Hours: 7-7 every day Peak Season

T-Hangars for Rent Skagit Regional Airport (KBVS)



Off of taxi way B

Close to fuel

Bathroom on site

New construction all steel

Dyberg Aviation

253 906-7930

y1304@wavecable.com

DybergAviation.com



Pilots in Emergencies Need Helpful Memory Aids



By Gary Miranda
Safety & Education
Director

I often query pilots on their checklist for an emergency. The usually say that they would refer to the POH. While technically they are correct, the truth is that in a real emergency they would not have the time to pull out the POH for the emergency.

Some pilots have an emergency checklist on the back of their operating checklist which is better, but again not the best for initial problems.

The Best procedure is to memorize the key emergencies that require immediate response with a organized procedure or "flow." For example, take this checklist.

Emergency Approach/Landing: An Alphabet Checklist

- **Airspeed.** Memorize best glide speed and try not to lose any altitude until

reaching that speed. Trim for hands-off glide speed.

- **Best field.** Note wind direction and strength, then current position. Where are you relative to a suitable field (e.g., high, low, downwind, base, final)?
- **Checklist.** Start with a flow pattern across the panel. If altitude and circumstances permit, review the written restart checklist. Under all circumstances, fly the airplane first.
- **Declare an emergency.** Note current position and then tune the radio to 121.5 MHz, which should already be in the number two radio or the standby position. When making the mayday call, state who (tail number), what, where, and how many aboard. Activate the ELT and set the transponder to 7700.

- **Exit preparation.** Prepare passengers: secure seatbelts, brief passengers on exit procedures, move first aid/survival equipment to a convenient place, and prepare the aircraft, e.g., cracking doors if the Pilot's Operating Handbook/Aircraft Flight Manual so directs.
- **Fire prevention.** Shut off the fuel along with the **three Ms: Mixture, Mags, and Master.** Ensure the fire extinguisher is close at hand.
- **Ground plan.** Touch down at the slowest possible airspeed and then evacuate the aircraft. Account for everyone and use the first aid/survival equipment as needed.

Successful outcomes to emergencies are practiced and planned. Anything less will leave your safety to fewer desirable outcomes.



SW Chapter Calendar of Events
Overnight Flyouts & Safety Seminars

The SW chapter has a busy event schedule and we would like to remind our members throughout the state that we would love to have you join us. Many of the events are FAA wings safety seminars, so you get wings credit for attending a fun event. Here is a list of what we will be doing over the next few months.

OCTOBER 2

1000-1300 GA. Survival Outdoor
Lab 1W1 Camas/Grove–

Learn how to use the items in your SW WPA Survival Kit after an off-airport landing. For those who would still like to get your survival kit, they will be available for purchase (\$210 members, \$250 non-members) The course is taught by Neal White who is a retired USAF SERE (Survival Evasion Resistance & Escape) Instructor.

- He spent 21 years at the U.S. Air Force Survival School, retiring as the Superintendent of Academic Training.
- He taught survival for: NATO's Ridge Runner, Jungle Thunder in the Philippines,
- He was the State Department's evaluator for the Argentine Air Force Survival School.
- He taught survival to NASA astronauts.
- Neal has taught survival to over sixty-four thousand students in his career.

Contact Gary at a320grm@aol.com for details.

NOVEMBER 13

0830-1200 IFR Bootcamp &
SW WPA Chapter Meeting

(date was changed) & available online also.

This is a great 2.5-hour groundschool refresher on all IFR topics and Wing's credit. RSVP with Gary at 360-281-0196 to register.

MARCH 5

0830-1100 Mountain Flying Seminar

This 2.5-hour groundschool will help pilots understand the challenges of mountain meteorology, density altitude & mountain flying techniques. \$10 donation. RSVP with Gary at A320grm@aol.com.

DATE TO BE ANNOUNCED

2022 Predicted Performance Competition

Will be online. More information to come.

Collaboration with the 99's chapter last month Our Chapter likes to consider that we are *Pilots without Borders*, so we hosted an event with the local 99's chapter. In case you missed it, we had a great Co-meeting with the 99's chapter on September 18. Our very own Michele Ewing helped lead a group of 23 participants through the paces on Predicted performance calculations. The discussion showed me that this is the kind of education that can make a difference for pilots. It also helps to garner interest in our Predicted Performance competition in 2022. Sinceronautically, Gary Miranda, SW WPA Pres.

CFI CORNER

Where there is Smoke ---
A VFR Flight can quickly change to IFR

George Futas, CFI

Every year we encounter fires and this year they have increased dramatically and started earlier. Along with the damage on the ground, the production of large amounts of smoke and heat is significant. Some of the fires are generating their own weather which can produce visibility concerns plus lightning and significant turbulence.

The smoke is an irritant to our lungs, so if you have Oxygen, use it. Smoke also contains ash and even live embers, which are additional hazards to aviation engines.

While a thorough weather briefing will indicate current and forecast smoke potential, shifting winds could quickly change the impact on even a well-planned flight. As many pilots have found out with smoke and haze the inflight visibility can deteriorate quickly.

Smoke and Haze. Technically VFR But ...

Recently, on a flight from Utah to Paine Field, as we crossed the Cascades and started heading to Paine Field in late afternoon, all airport Metars were reporting VFR, some with light smoke and haze. However, the smoke and haze made it impossible to see other aircraft or anything other than straight down. This would have been a very hazardous situation for anyone flying VFR, and even those flying IFR had risk if they encountered a VFR airplane that was not equipped with ADS-B. ATC advised us of VFR traffic, but we were in effect in IMC, and asked for vectors to avoid all VFR traffic they could see.

Normally there are see and be seen benefits to flying with the landing light and strobes on during the daytime. However, they don't do much good in smoke and haze. Think about it.

If you are flying VFR plan on how you can safely alter your flight if encountering these conditions. Getting Flight Following from ATC is your safest option, but in smoky conditions ATC may be at max workload and unable to provide service. When on an IFR approach, be prepared to execute a missed approach if you do not have good visual contact at minimums.

One flight I had from Boise to KPAE, I was in the smoke in IMC conditions all the way until at minimums (500 ft AGL, 1 mi visibility) on approach to 34L. At that time (with KPAE reporting 1 mile visibility, indefinite ceiling) I heard a pilot asking tower for Special VFR departure! How wise or safe was that?

You can start a descent and have visual contact with the airport and meet VFR minimums, then lose sight of your destination quickly. This is another good reason to maintain situational awareness (SA) and plan ahead. If you are VFR always plan on how you can safely abort an approach if this happens. On an IFR approach, be prepared to execute a missed approach if you lose visual contact at minimums.

To help with your flight planning during the fire season, there are some good resources in addition to our aviation weather briefings. I review <https://fire.airnow.gov> which provides an excellent visual tool for evaluating fire and smoke situations. Also remember to check TFR's, not only before departure but also during your flight as conditions could change quickly due to smoke and fire conditions. You don't want to be in the same airspace as our firefighting colleagues, for obvious reasons.

If you do see a fire, reporting it to ATC can save expanding damage. If you use the Foreflight app and can triangulate the fire, or measure the distance on a nearby VOR radial, provide that information to ATC for more precise location. Also note the color of the smoke (grey, black, etc.). If it has already been reported, great, if not your call is even more beneficial.

CALL (360) 510-1139

BUYING OR SELLING AN AIRPLANE? WE CAN HELP.

✓ Buyer's Coaching & Shopping Services

✓ Pre-Buy Mechanical Inspections

✓ Evaluation Flights and Ferrying

✓ We Negotiate for the Best Prices

✓ We Appraise & List Your Plane for Sale

✓ Professional Photoshoot & Write-Up

✓ We Handle All Potential Buyer Inquiries

✓ Free Hangar & Tie-Down at BLI Available

Free Consultations. Call Today or go to TomahawkAero.com for more information.

She's Still Flying

By Ken Davies

If you were to inquire about an aircraft N number like 349 "Mike Fox" on the Federal Aviation Administration (FAA) website, you would find that it belongs to one Beech D-45 or T-34 "Bravo" at the Whidbey Island Navy Flying Club, Naval Air Station on Whidbey Island. That T-34 is still literally flying high at the entrance to the Skagit Regional Airport. at the intersection of Higgins Way and Crossroads Drive. It has been brought back to life with some metal work, a new coat of paint in Navy colors with HFM (Heritage Flight Museum) painted on the tail and the nose of the aircraft is pointing in the direction of Crossroads Drive.

The Whidbey Island Navy Flying Club (WINFC) was able to intercept several T-34 "Mentor" aircraft when the Navy upgrading their training fleet to the T-34 "Charlie." At one point the club had up to five T-34's. When I joined WINFC in the beginning of 1995, there were three flying and a 349MF was one of them. One who's N number I don't remember was sitting in field at the back of the club getting weathered and becoming a home to several bird's nests. Then one day a museum back east was looking for a T-34 to display. They showed up with a truck and off came the wings as the aircraft had found a new home.

Another T-34 painted gray came from Beaufort, South Carolina and when it got to the club it was used for parts for the other aircraft. At one time it became hard to find Mentor engines, so cylinders were robbed from other aircraft. Another part that became a premium were landing gear selector valves. Niner Mike Fox flew up until around 2007 or 2008 when it failed an annual inspection, and the data tag was removed as it was to fly no more. The aircraft was deregistered back in September of 2012 when it was given to the Heritage Flight Museum. The five or so years before that it graced the front field of a club and was washed religiously by Boy Scouts, Sea Cadets, and Civil Air Patrol. It was towed around the base when the club did membership recruiting drives. Now it graces the entrance to the Skagit Regional Airport.



Get your medical certificate BACK!

“I received the FAA’s unrestricted clearance and a new medical certificate in only 18 days.”

Quintuple Bypass, ATP, California

“Just received my unrestricted second class medical. Thanks for all your help & support!”

Cancer Pilot, Haiti

“Pilot Medical Solutions got my medical back with a single phone call!”

Arrhythmia Pilot, Maryland

Pilot Medical Solutions

Call 800-699-4457 • www.leftseat.com

WPA Chapters Around the State

Most Chapters keep updated information on the WPAFLYS.org website. Click on the "Chapters" tab for more information.

ANACORTES - The Anacortes chapter generally meets on the second Thursday of every third month (February, May, August and November) at 6:30 PM. Meetings are held in the Micro Aerodynamics hangar on the airport. **Contact Chapter President Blake Thorn, blake@srvconstruction.com 360-672-5695.**

ARLINGTON - The Arlington Chapter meets the first Wednesday of each month at Neal Carman's hangar at the airport. A no host dinner is at 6 PM and the meeting starts at 7 PM. **Contact Chapter President Clifton Pierschbacher.**

BREMERTON - Check the website at WPAFLYS.org, click the "Chapters" tab and click on Bremerton for detailed information. **Contact Chapter President Doug Haughton, 360-710-3481, HaughtonDoug@gmail.com for further information.**

CLALLAM COUNTY - The Clallam County Chapter meets for lunch periodically with meetings announcements made by e-mail. Current CCP members are included in the announcements. If you are not a current CCP member, and would like to attend a lunch, contact **For further information, contact Colette Miller at 714-356-5669 or Dave Miller at 360-452-7136.** All aviators welcome.

COLVILLE VALLEY - For current meeting schedules, please contact **Dave Garringer, colvilleairport@yahoo.com, 509-675-1041.**

DEER PARK - The Deer Park chapter meets on an "as needed" basis at the administration building located on the Deer Park Airport. **For more information about Deer Park chapter and activities please**

contact Darold Schultz at 509-999-5835.

GREEN RIVER - The Green River Chapter meets on the 2nd Friday of February, April, June, August, October and December for dinner and an aviation program. **For meeting information and other chapter activities, including group fly-outs, WINGS programs and other special events please visit http://www.wpaflys.org/Chapters/GreenRiver/EnRoute_Monthly_Editions/current.pdf or contact the Chapter President Rashell Rosenkranz at 509-859-2994 or denningrashell@gmail.com.**

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of each month, except July, at 10 AM in Hangar 15 at Harvey Field. **For more information on activities, please call Chapter President David Divoky at 559-696-3247.**

METHOW VALLEY - Chapter meetings are the second Wednesday of the month through April, then resume in September. They are held in the Fitzpatrick hangar at the Twisp Airport at 15 Aviation Lane. Dinner starts at 6:00. Presentation starts at 6:30. Meeting starts after presentation. Details are announced via emails and Facebook. **Contact President Rick LeDuc: (509) 429-2922 or Secretary Louise Bighouse: (509) 449-0185**

MOSES LAKE - A new Moses Lake Chapter has been formed with 20 members. **For further information contact chapter President Larry Wheat at 206-819-2352.**

NORTH SOUND/BELLINGHAM - The North Sound Chapter meets the second Thursday of each month except June, July and August at the ARFF Conference Center at KBLI's Fire Station 2005 West Bakerview Rd. Bellingham. Doors open at 6:30 PM. **For more information contact Bill Post at**

716-425-0121; wildbillpost@gmail.com

OKANOGAN & FERRY COUNTY - Chapter meetings are the fourth Tuesday of each month at the Omak Elks Lodge. Dinner at 6 PM and meeting at 7 PM. **For further information contact Chapter President Lee Orr at 509-486-4502 or V.President Bob Ulrich at 509-429-2119. Chapter Treasurer is Lola Orr and Secretary is Ryan Christoph.**

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, maintenance seminars and special programs visit www.facebook.com/groups/PFCWPA or send e-mail to paine-president@wpaflys.org.**

SHELTON-SANDERSON - The Shelton WPA Chapter meets 10 AM Saturday in the Sanderson pilot lounge. **For further information contact Bud Smilanich at 425-891-8304.**

SKAGIT - Meetings are held the last Tuesday of every month at 6 PM Cascade Aviation on the airport. Bring your ideas for projects that benefit local pilots, fun activities and how we can work together for a thriving pilot community. **For further information contact chapter President Bill Johnson at 206-495-1396.**

SOUTHWEST/VANCOUVER - **For information on meetings and seminars call chapter President Gary Miranda at 360-281-0196 or e-mail at a320grm@aol.com.**

SPOKANE - Meetings are usually held on the third Wednesday of each month at Darcy's, 10502 E. Sprague beginning at 6 PM. Meeting program information can be found at WPASpokane.org. **For more information contact chapter President C.J Amestoy, 509-599-5229, N40825@gmail.com.**

TRI-CITIES - The Tri-Cities Chapter meets at 6:30 PM at Bergstrom Aircraft FBO, Tri-Cities Airport (KPSC), Pasco on the fourth Wednesday of each month. **For information contact Chapter President Jim Hightower, hightower46325@yahoo.com or 541-720-4172.**

TWIN HARBORS - The Twin Harbors chapter meets the second Tuesday of the month at 6 PM in Ocean Shores, location TBD. **For meeting details and more info, contact Fred Winge, fwinge@techline.com, 360-289-4186.**

WENATCHEE - Meetings the third Tuesday of each month at 6 PM. Location is announced via an E-mail list. **Contact Chapter President Klaus Marx to add your name to the list or for other chapter information. 907-723-4379 or klaus-marx@juno.com.**

YAKIMA VALLEY - The Yakima Valley chapter meets on the fourth Thursday of every month at 6:30 PM at Reno's on the Runway. All are welcome. On most Saturday mornings at 8:30 till about 10:30, WPA and EAA pilots often gather for coffee and donuts at Yakima Airport Airpark on the south side of McAllister field, KYKM. **For chapter information, Contact Chapter President Gary Klingele at 509-421-1597 or gcklingele@nwi.net.**



**1903 Terminal Dr
Richland, WA 99354
509-946-2515
info@sundanceaviation.net
www.sundanceaviation.net**

(RLD) Richland, WA
Full Service FBO:
Aircraft Rental, Flight Instruction
Aircraft Maintenance
Pilot Supplies, Courtesy Car
100LL SS & Truck, Jet A Truck
Aerial Advertising (Banners)

Serving the Tri-Cities Aviation Community for more than 30 years

Moore Aircraft Appraisal



Bill Moore
Senior Aircraft Appraiser
Please contact me for appraisal
cost information

*Ph: 509 991.6133
bill.flo.moore@gmail.com*



30 YEARS OF GIVING PILOTS THE BEST PRICING AND SERVICE

GARMIN AERA 760 PORTABLE GPS



NEW!

AERA-760 7" Touchscreen GPS.....**\$1499**
AERA-660 5" Touchscreen GPS.....**\$749**

GARMIN GDL-50 SERIES ADS-B & XM RECEIVERS



GDL-50 ADS-B Receiver.....**\$699**
GDL-51 XM Receiver.....**\$649**
GDL-52 ADS-B/XM Combo.....**\$1149**

GARMIN GFC 500 AUTOPILOTS



CALL FOR INSTALL QUOTE

Cost-effective, with precise and smooth in-flight characteristics, underspeed/overspeed protection, dedicated "LEVEL" mode button, & coupled approaches.

GFC-500 2-Axis.....**Installed from \$11,890***
GFC-500 2-Axis + Autotrim.....**Installed from \$16,690***
* Not including G5/PFD (Required)

GARMIN AUDIO PANELS



GMA-342.....**\$1579**
4-PL Stereo Intercom • 3D Audio
3.5mm Aux Input • Voice Recorder

GMA-345.....**\$1759**
Bluetooth • USB Port • 3D Audio
6-PL Stereo Intercom • Voice Recorder

GARMIN GTX TRANSPONDERS



One Box ADS-B Solution

ADS-B TRANSPONDER SPECIAL PROMO PACKAGE
Includes GTX-335 w/GPS Antenna,
GEA-12 Mini Encoder & USB Charger

GTX-335 w/GPS Antenna.....**From \$2995**
GDL-82 ADS-B Low Cost Solution!.....**\$1795**

GARMIN GI-275 EFIS



GI-275/PFD.....**From \$3550**
GI-275/HSI.....**From \$3850**
GI-275/EIS.....**From \$4595**

ICOM



- Built-in Bluetooth (IC-A25N)
- 8.33 KHz Spacing
- 2.3" Hi-Viz LCD
- Battery Status Display

ICOM IC-A25C Sport.....**\$299**
ICOM IC-A25 Com.....**\$449**
ICOM IC-A25N Com/VOR/GPS.....**\$549**
ICOM IC-A16 Com.....**\$209**

uAvionix



TAILBEACON/Certified ADS-B
AV-30C Certified Flight Display.....**\$1999**
.....**\$1995**

APPAREO



STRATUS-ESG Transponder w/GPS.....**\$CALL**
STRATUS ADS-B Receiver.....**\$699**

ANR HEADSETS



BOSE A20 \$1095.95



LIGHTSPEED ZULU3 \$850



PCA-ANR/BT \$349

**These Popular Models & More
Call for Best Price!**



WEST COAST'S LEADING AVIONICS DEALER
Basic installs to complete panel & glass retrofits. Call the leader in experience, service, and pricing.

Pacific-Coast-Avionics 
SINCE 1991

www.PCA.aero | 800.353.0370



Member Benefits Program

WPA Membership has its privileges!



DISCOUNTS FROM NEARLY TWO DOZEN BUSINESSES
And the list is growing!



REGIONAL & STATEWIDE LEGISLATIVE & ADVOCACY
efforts focused on promoting and preserving GA throughout Washington State



WINGS NEWSLETTERS
Printed very two months and digital versions



SOCIAL EVENTS & SAFETY SEMINARS



28 LOCAL CHAPTERS

Get great WPA Members-Only Discounts at these aviation-related businesses!

Follow the instructions below to access Aircraft Spruce and Spencer Aircraft discount codes, and print your WPA membership card, which can be used as proof of eligibility for discounts from other sponsors.

Go to www.wpaflys.org and click on **Member Discounts**.

At the top of the Member Discounts page there is a **link to access discount codes and print your membership card**, which can be used to provide proof eligibility for discounts. Click that **link** to look up your Member ID then:

1. Enter your member ID.
2. Enter your password (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.

4. Use the discount codes when you contact Aircraft Spruce and Spencer Aircraft. Print and keep the membership card to show the businesses offering WPA Members-Only discounts.

**Pacific Coast Avionics**
SINCE 1991

KUAO (Aurora)
pacificcoastavionics.com

**Aircraft Spruce & Specialty Co.**
SINCE 1965

Receive 5-15% OFF every purchase!
aircraftspruce.com

**FLYGIRL**
DESIGN

Graphic Design Discounts.
[linkedin.com/in/pilardowell](https://www.linkedin.com/in/pilardowell)

**FLYIT ACADEMY**

5% OFF on Instructions or Plane Rental. 1W1
flyitacademy.com

**A.C. Propeller Service, Inc.**

5% OFF Repairs
acpropeller.com

**AFS**

3% OFF Fuel with \$10 Fuel Card
arlingtonflightservices.com

**2021 FLY IN set for August. Discount TBD**
arlingtonflyin.org

**Aviation Covers Inc.**

13% OFF Final Bill Year-round. KAWO
aviationcovers.com

**Bogert Aviation**

10% OFF.
bogertaviation.com

**BUZZ INN Steakhouse**

Free Drink with Meal Purchase. Western WA Location. buzzinnsteakhouse.com

**CASCADE AVIATION**

10% OFF Flights/Flight Reviews. KBVS
flycascade.com

**Small & Sons OIL DIST. CO.**

Great Oil Prices. KSHN
smallandsonsoil.com

**SPENCER**
AIRCRAFT SUPPLY

Discount with Member Code
spenceraircraft.com

**TOMAHAWK AERO SERVICES, LLC**

Aircraft ownership for first time buyers and low time pilots. tomahawkaero.com

**GALVIN FLYING**

Services Discount. KBFI
galvinflying.com

**Gorge Aviation Services**

KALW & KHRI
tomahawkaero.com

**Free Shipping on VG Kit. 74S**
microaero.com

**NORMANDY AIRCRAFT**
"RIDE THE WIND"

Services Discount. \$50
normandyaircraft.com

**NORTHWAY AVIATION**

Discounts TBD
northwayaviation.info

**LEFT SEAT**

Pilot Medical Solutions, Inc.
The Fastest, Most Trusted Aeromedical Service.
15% OFF Services.
leftseat.com

**SEATTLE AVIONICS SOFTWARE**

Free 6 Mo. & Discounts on Subscriptions. seattleavionics.com

**SIMULATION FLIGHT**

10% OFF Simulator. KPAE
simulationflight.com

**SIGN UP SIGN CO.**
BOHRE

10% OFF Services
signupsigncompany.com

**Vashon AIRCRAFT**

\$50 OFF Demo Flight
svashonaircraft.com



Find WPA Members-Only Discounts at wpaflys.org (click on Members Benefits to see the latest.)