A group of aviators known as the "Beech" Boys out having fun fun fun flying their Beechcraft aircraft in formation over Bremerton and the Hood Canal in 2014. Photo by Michael Tennity

DECEMBER 2020-JANUARY 2021

Wings

WASHINGTON PILOTS ASSOCIATION

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Practice What You Teach

By CFI/AGI Mike Watkins

CFI CORNER

Inadvertent Flight Into IMC Can Lead to Disaster - But It Doesn't Have To

We are well into the time of year where many pilots don't do much flying because of the prominent marginal weather. That is probably the best use of Aeronautical Decision Making or ADM that we all learn as new pilots.

I have heard it said before that experience is the best teacher because you get the test first and learn the lesson later. Aviation is not all that forgiving and some mistakes you may not get to make a second time. There are many pilots that only fly recreationally and there is no need to fly in any weather that is outside of your own personal limitations. Some of us have more of a need to fly for their profession or those that use an airplane to commute. This often can up the stakes with regard to possibly getting out of one's comfort zone.

I learned this flying for a small Part 135 airline delivering cargo and passengers with minimums of 500 feet and only two miles visibility. I had never ever had a reason to fly in those conditions which I often found myself having to tell operations that I didn't feel comfortable when I have passengers waiting in the lobby that need to get to the Friday Harbor for work. I certainly got my lessons in being Pilot in Command! My examiner for my Commercial Pilot certificate grilled me in the oral and I played it safe by responding to many scenario based questions with "Oh I wouldn't go" He finally figured out my strategy of playing it safe and told me that I would have a very short flying career if I always said no I won't go! So I cut my teeth with the airline and I become a lot more comfortable being closer to Earth. Just because something is legal, doesn't always make it safe just as being current is not the same as being proficient.

As I write this, I am still fairly a low time pilot considering I have been flying for 25 years. I am instrument rated and am sitting at around 2400 hours total time, and a little more than 800 hours of instruction given. At my 1204.3 hour mark, I had my first engine failure at night on takeoff at less than 1000 feet. The point is I consider myself a safe competent pilot but with the experience I have, has not made me immune to mistakes or dealing with things that aviation like to throw at you.

I recently had a flight where I found myself in a very precarious and tense situation. I have had reservations about sharing this very humbling and self deprecating story with the risk of my own peril with peers! We all make mistakes right? Some we share with others and some maybe we just don't talk about.

I had taken a friend on a beautiful night flight around Seattle the night before and I stayed with my friend at the Frontier Air Park (WN53) overnight. The next morning the airport was covered in heavy fog so I played the waiting game nearly all day because I was not in a hurry to get home back to my base in Oak Harbor (KOKH). However rain and worse weather was forecast for the next day so the window was closing on me being able to get myself and my plane back home. Finally it looked like I got a break. The weather at Arlington was finally reporting VFR while Oak Harbor went up to Moderate VFR weather reporting 1500 feet broken.

One issue I had with my departure airport is that it is surrounded by tall trees so it was difficult to visually see what kind of ceilings

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Photograph by Joel Mapes

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CFI continued...

I had. I checked and double checked the weather at Arlington as it is only a few miles away and it was still reporting VFR conditions. So I made decision to go up and check it out and was firmly committed to turning back around and staying put if it didn't look good. I had an hour and a half fuel for the 15 minute flight back home. There is no fuel at Frontier. I had more than enough even with the legally required reserves.

I wasn't the happiest about testing the waters but I relied on my decision to just come right back and stick it out and also having the comfort of knowing Arlington was still VFR...or so I thought. So I made the choice to take off with the best intentions and a plan.

After departure I was faced with the fact I was going to have to turn around as there were patches of low hanging clouds and still fog. I was immediately hit at about 800 feet MSL which means I was just about 600 feet above the ground. I attempted the 180 degree turn around and I found myself having the tendency to over bank and I came to the quick realization I was stuck and there was no way to keep a visual and safely get back. As panic and stress started to set it, I kept telling myself to just fly the plane. Just fly the plane... So I had no other choice but to climb. I had a moment of relief when I was on top in beautiful sunny weather at 1200 feet so I climbed to 2500 to assess the situation.

I headed direct to Arlington using my panel mounted Garmin 496 GPS. And from my vantage point, there was no VFR to be seen and no holes to get down through. So now its time to think about my options. I could get a pop up clearance and shoot an ILS into Paine Field which is what I should have done given my fuel state. I still had plenty but I didn't have a lot of time to think about it. Bellingham could have been an option but that would have taken too much fuel. I started monitoring Whidbey Approach and listened to what was going on around me. Turns out I was not the only one duped by bad weather reports and other pilots filling IFR and diverting. My options again were limited because I could not legally shoot an approach with my VFR GPS but it does have overlays of all published approaches. Still, I was not about to declare and emergency just yet but a sense of extreme urgency.

The weather to the west believe it or not was clear on the west side of Whidbey. I felt the panic set in more and more because my options were running out. I punched first to Oak Harbor and I could tell the weather was breaking up but it still wasn't where it needed to be. I used the resource I had and was lined up on the approach course to the runway. If I could just get below I would be home free knowing i would be over water. 500 feet is my limit.

My palms were sweating as I was applying more pressure to the push to talk switch to spill the beans and ask for help from Whidbey. Many people have killed themselves and others because they were afraid to ask for help for fear they may be violated from the FAA. Consequently I know from experience the FAA has been trying to change their reputation from taking away certificates and violating pilots for every infraction. While this happens with good reason, they have moved their culture from enforcement to more "compliance" making them the kinder more gentle FAA. At least that's what they told me. It is harder to make good decisions under stress and especially extreme stress. I had really only one shot at finding a way into Oak Harbor before I would declare and get a radar approach into NAS Whidbey... after all, I learned to fly there out of the Navy Flying Club lol. Okay not funny at all but that was about to be may last option just around Camino I saw a very thin spot. I am about to have to get below 1300 feet or have no choice but to call Whidbey. Yes even in my slight panic, I am thinking about all the regulations, airspace and being legal. (another benefit to declaring emergency because you can do what you have to do to stay alive.) Of course this doesn't give you a free pass or exempt from having to file reports if requested but its better to be alive and worry about that later.

I made it below the Class C airspace and into Class G airspace (One mile visibility and clear of clouds) It was not easy and I was not home yet with about 10 miles to go. I slowed down to give myself time to think and also to conserve fuel. I monitored Whidbey Approach until I was on a three mile final. It was a struggle to avoid the clouds and I was still extremely stressed. I knew that in just a few minutes I would have to call and confess. I switched to the Oak Harbor CTAF and I could not have made that decision at a better time as I am on a mile and half final when I hear a Life Flight helicopter announce their intention to depart to the east in my direction. I called final and they gradually waited for me. I was so glad to see the upcoming bluff, trees and finally the runway. I was not too high but a little too fast as I had not thought to get the flaps down! I dumped the flaps and slipped the aircraft and finally was on the ground.

I was not happy with myself and how I came to get myself in a potentially lethal situation. It is a cliche but truer words were never spoken to say that it is always better to be on the ground wishing you were flying, than to be in the air wishing you were on the ground. Most pilots don't take off with the intention of having a fatal accident and its is easy to sit back and armchair quarterback how bad their decision making was until you find yourself in a situation. And I don't think it is fair to say "Well I would never get in that situation" and you may be right. It's easy to think about it reading about how other people reacted from the comfort of being on the ground.

We focus ADM and making the Go, No Go Decision while little that I know is taught on how to deal with stress that comes with maintaining control over the airplane. As a combat cameraman and aviation photographer for the Navy, I deployed to Iraq and conducted nightly combat missions with Special Forces. More than once I had to put my camera down and use my rifle in multiple firefights. One of the first things we are taught in weapons and tactics training is that when the stuff hits the fan, you lose your fine motor skills under extreme stress. So you train and train and practice and train so when the day comes you just react. So practice your emergency procedures folks!

The three hours of required hood time for the private pilot is better than nothing but in no way is close to the reality of flying in IMC in my opinion. Bottom line, fly the plane first and don't be afraid to ask for help if you get into trouble. Aviate, navigate and communicate. Stay current, proficient, and fly safe.

ATTENTION MEMBERSHIP RENEWAL

Washington Pilots, It's Time to Renew Our Annual Membership!

By George Steed

A little tougher this year with fewer opportunities to gather, but the work of the WPA goes on. Many chapters are holding virtual meetings and (when the weather is better) we're still flying.

If you haven't, please go to https://www.wpaflys.info/membership/payment/cc.aspx and join or renew.

If the lack of gatherings is a disappointment (it is), the member's benefit program should be encouraging. A case of XC20-50 for $48! Five to15 percent off at Aircraft Spruce! Sometimes it's hard to send $40 for dues but I saved $200 this year with these two benefits alone. Contact your chapter president or Jerry Barkley for details.

And if that weren't enough there's this: On 1 January we'll pull a name at random from the paid members list and I'll cast a set of The Best Damn Chocks On The Field for the winner or whomever the winner designates. Your N-number on the front chock and your aircraft logo on the back. These chocks are cast from aircraft pistons, will outlast your airplane, and will make you the envy of lesser pilots on the field. Usually $200 a set.

Support your chapter, support the work of the state organization, save money on equipment, supplies, and services, and maybe, just maybe, score a cool set of chocks. Join or renew now. Thank you.

WPA Membership!

There are two months left for our renewal period for the 2021 year. If you haven't already done so, now it the time to renew your membership. It's easy to do by going to WPAflys.org and clicking the renewal button.

Don't forget that membership has its privileges along with discounts from companies like:

- Aircraft Spruce- FBO discount rates
- Spencer Aircraft
- FlyIt FBO at 1W1 – 5% discount on services and pilot supplies
- Fly Girl graphic designs

Renewals need to be in by the end of Jan. or pilots lose these benefits and no longer receive our Monthly newsletter. Call me for if you have questions at 360-281-0196.

Washington Pilots Association

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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.

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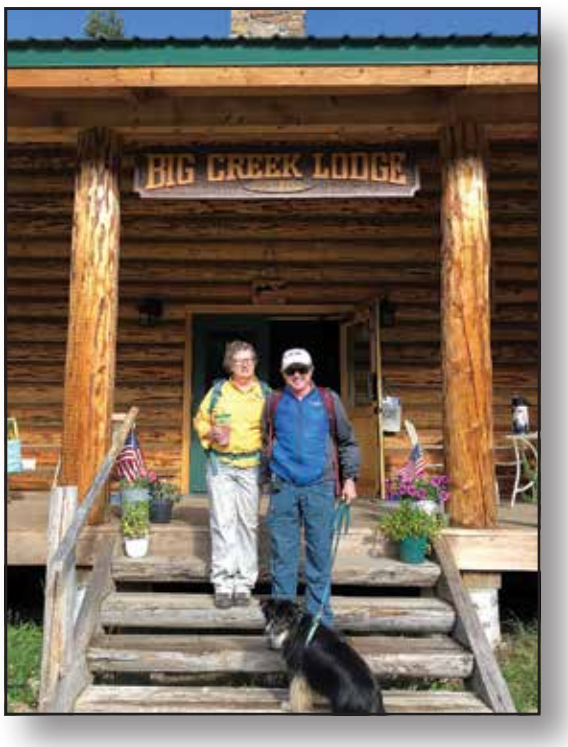
Be smart, and please fly safely.

The New Lodge at Big Creek in Idaho

By Richard Beckert, CFII, WPA Secretary



For those of you who like back country flying, I would highly recommend that you consider Big Creek, U60. My wife, Kolette, and I flew in there in August 2020, and we had a great time. We stayed at the big creek lodge where we were welcomed by very warm staff. They even drove us to a trailhead for a lovely hike down big creek with lots of flowers and awesome scenery.

As some of you are probably aware, the lodge burned down in 2008. The Idaho Aviation Foundation, a non-profit organization, which supports initiatives and projects designed to maintain, upgrade and develop airstrips, improve access, and promote safety at backcountry and recreational airports collected donations and took on the project to rebuild the lodge which was finally completed in 2018.

Friday evening there were some good musicians who provided for some good entertainment. The food was excellent, and if you stay at the lodge breakfast is included.

The Big Creek airstrip is on the edge of the Frank Church – River of no Return Wilderness Area

Although the airstrip is fairly long at 3500 feet, it is high at 5700 feet elevation so you should check your density altitude and make sure your airplane has adequate performance. It does sit in a mountain valley with some of the surrounding peaks reaching around 9000 feet. It also has a little slope to it; generally, pilots take off downhill to the North and land uphill to the South. The river flows north and then east; so, taking off to the North allows you to follow the river until you have adequate altitude to clear the surrounding terrain. If you have any doubts on your mountain flying competency, you should get a mountain checkout with your favorite CFI.

For more information or to make a reservation at the lodge, please visit: **www.bigcreeklodgeidaho.com**. Also, the forest service maintains the big creek campground at the south east end of the airstrip where you can tent camp for $10/night.

For those of you considering flying into Big Creek you should definitely review the Big Creek Standard Operating Procedures which can be found here: **https://itd.idaho.gov/wp-content/uploads/2020/06/BigCreek_SOP_Aero.pdf**

COMMITEE REPORTS

Airports

By Tom Jensen Airport Affairs

BIG DEAL at Ranger Creek (21W): "Shovel work" to clear the runway 33 approach has been accomplished! This was after years of effort by WSDOT's Paul Wolf, working with various agencies and the Muckleshoot Tribe on plans and permitting. Steady support from WPA members Al Banholzer at monthly USFS meetings provided an important presence and constructive influence.

Paul had four excavators, two dump trucks and the crews from WSDOT NW Region Maintenance on site for 6 days in early October. Hard work and a little luck caused this all to come together. A large number of encroaching trees were removed to allow a more stabilized approach to this mountain airstrip. Some really big rocks and earth were removed to allow a future safety overrun area.

Some may notice tasty and readily available firewood in the background, which the USFS is probably going to sell on permits.

Volunteers will be needed for the "light work" of raking and grass seeding next spring. (I have Al and Esther's famous chili recipe to encourage participation…)

Ranger Creek has long been adopted by the Green River Chapter, which was largely responsible for getting it reopened back around 1980. This fits with the WPA's Advocacy Pillar and shows the importance of engaged membership. It is a great "training wheels" airstrip with all the ingredients of backcountry mountain flying, but with a paved runway. Camping facilities adjoin the strip and the area sees use by groups and families in addition to aviators.

Our cabin at Stuart Island (7WA5) is still getting some use, weather permitting. Covid-19 has some of the year-round residents a bit on edge, raising the importance of calling me (253-350-7442) for a reservation and briefing. I have a new procedure of texting tail number and type to the owner's association president (also a WPA member) for each reservation.

While Elma (1WA7) is permanently closed for some kind of growing operation, a little innovation may solve a transportation problem if you have a need to visit the east side of Grays Harbor County. A friend contacted the owners of Bear Valley, a nearby private strip. Just asking politely got him permission where he landed to be picked up for a wedding. Why drive when you can fly?

All four excavators provide perspective on the mass of trees cleared from the 33 approach.

Speaking of flying, full WPA member Marian Jensen recently flew to Packwood (55S) for burgers at Cliff Droppers and a week later to Chehalis (CLS) for a burger and a Reuben. The point is that flying can be a Covid-19 escape and many restaurants near airports have takeout and outside seating. So get out there during the occasional weather break!

Rep. Tom Dent's Aviation Legislative Update

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

The election is now behind us, and while not all the races have been finalized as I write this, they should be by the time you read this column.

Legislators are working on scenarios on how we can conduct the legislative session, which is scheduled to begin Monday, Jan. 11. Lawmakers are considering a total virtual session, a hybrid model, as well as trying to figure out if it is possible to do a legislative session in person. The discussions have been intense. We all want to be safe, and do not want to put anyone in harm's way, but at the same time, we want to ensure the legislative session is one that is effective, efficient, transparent and inclusive especially to those we serve – the citizens of Washington state. This may be a work in progress right up until the time we are to begin session.

In the upcoming session I will be focusing on several issues, which will again include legislation related to aviation. The Community Aviation Revitalization Board (or CARB) bill will be back for sure and hopefully we can move it across the finish line in the 2021 legislative session. Sen. Jim Honeyford and I will run companion bills in both chambers. This can speed up the process and could improve our chances of success. Since it is a bill we have been working on, and not a new piece of legislation, this may also help us get it through the legislative process. It is very important that we get this bill passed this year so we can keep this very important and successful program going.

The CARB bill would direct the Washington State Department of Transportation (WSDOT) to convene a board to provide loans to certain public use airports for projects that support general aviation activities. The legislation would also provide guidelines on how the board may operate and how the board should receive and review loan applications. We need to get to this important and popular loan program in statute. It is critical to improve aviation infrastructure across Washington State.

The 1% bill, increasing possible revenue for our WSDOT grant program, is still in negotiation. This legislation would redirect 1% of the 6.5% sales tax on aviation fuel into the aviation grant program account to help address our aviation infrastructure needs. The success of this bill may hinge on how our session is conducted. With a complete virtual session this could slow this legislation down and possibly move it to the 2022 session. I am very motivated to find a solution to this funding issue and I will continue to do all I can to move this bill.

I apologize for a short column this month. With everything that is happening with COVID, many of the details of our upcoming legislative session are still undetermined.

Also, if you have not heard, I contracted the coronavirus at the beginning of October. Unfortunately, I didn't get the light version, I had the full-blown model. I was hospitalized twice but I am now on the road to full recovery. Stay safe folks. I will tell you this, the virus at the level I have experienced is not something you want to get. Many people have reached out with well wishes and I thank all who have reached out!!

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, …)*
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When asked insert the following WPA Calendar Key: ks4fc9b1660c5f5af3

Safety & Education

By Gary Miranda
Safety & Education Director

NIGHT MOVES

Winter is the time of the year when we have shorter daylight hours and we tend to forget how much fun it is to fly at night.

Night flying proficiency keeps us current for that flight that doesn't quite bring us back by the sunset.

It's also a time when there less congestion in the pattern, since most pilots have gone home for the day. Instrument pilots have the added advantage of having fewer visual clues which helps them focus on the instrument scan and building your IFR skills.

Since it may be a while since you have flown at night, here are a few things to remember:

• FAR 91 requires you to have three full stop landings in order to carry passengers at night.

• Night vision is an adjustment to make over about 30 minutes, so that the eyes adjust to low light situations. Get acclimated within your hangar or on the ramp. Any bright lights such as a flashlight without a red lens will ruin the acclimation.

• Preflight the airplane during the day so that you have the best chance of finding things that need to be attended to. A procedure of doing a through post-flight helps alleviate problems early and have the airplane ready for the next flight.

• Flashlights are a FAR requirement and I suggest carrying two of them. One should have the red lens and the other a normal light. It goes without saying that you should have fresh batteries. I often store mine with the batteries backward so that they are not turned on unintentionally.

• The Rotating beacon should be left on prior to starting, so that anyone on the ramp knows not to approach the airplane since it is about to be started. Leaving the Rotating beacon on during your shut down checklist reminds us that we may not have turned off the master.

• Read your startup checklist carefully with a red light. After startup, adjust the instrument lighting to be as low as possible so that you can scan the night ramp and night sky for traffic.

• Use the taxi light & navigational light during taxi. Never use a strobe during taxi, since it gives a flash of white lights to other pilots and reduces their night vision.

• On takeoff, use landing lights and strobes when you are cleared for takeoff. This procedure tells other pilots your intentions for departure. If you are told to hold short at the runway, be sure to keep the landing lights & strobes off till you begin your departure roll.

• Black hole departures and approaches are those performed at airports where there are very little lights from the community or into a surrounding area of the airport. Its imperative you use every navigational aid or visual aid such as a VASI to plan your departure or landing. Controlled flight into terrain (CFIT) and landing at the wrong airport incidents are still occurring.

A chance to fly at night is always a fun endeavor. Doing it at night takes a bit of preplanning, but the rewards are great.

Capt. Miranda is a retired Major Airline pilot who came up through the GA ranks. He has over 26500+ hrs. of flt. time and has flight instructed since 1979. He now specializes in Technically Advanced Aircraft, Tailwheel, Advanced IFR and Mountain flying courses in the SW. Washington area. He can be contacted at 360-281-0196, a320grm@aol.com or www.NWCloudbusters.com

Membership

Washington Pilots! It's time to renew our annual membership. A little tougher this year with fewer opportunities to gather, but the work of the WPA goes on. Many chapters are holding virtual meetings and (when the weather is better) we're still flying.

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Support your chapter, support the work of the state organization, save money on equipment, supplies, and services, and maybe, just maybe, score a cool set of chocks. Join or renew now.

Thanks.

By Joining WPA, look what you now have in your back pocket!

Sign Up Sign Co
Northway Aviation
AFS
Simulation Flight
Pilot Medical Solutions, Inc.
Seattle Avionics Software
Aircraft Spruce & Specialty Co.
Galvin Flying
Gorge Aviation Services
Normandy Aircraft
PCA Pacific Coast Avionics
Vashon Aircraft
Aviation Covers Inc.

Eastside

Robert Bertsch
Vice President, East

November 18th was a virtual program by the Spokane Chapter and it was a dandy. The program was saved on You Tube and can be accessed when you search for WPA Spokane and select the November program. Tim Lewis, CFI and FAAST Rep does a great job discussing decision making and weather planning. It is worth your time to view and share with your fellow pilots. If they are not WPA members, encourage them to join. Our virtual programs are among the many great benefits of membership.

With continued restriction on group activities, I thought I'd share some pictures and a little history from my early Navy days. I was commissioned an Ensign in November of 1969 and after completing Navy Flight Officer training (and on the side my Private Pilot's License), I was assigned to the Pacific Missile Range at NAS Pt Mugu, CA. My flight training was in airborne early warning and I guess the Navy figured that would be a good fit to work in range clearance at the missile range. I had training in flight navigation and I was soon to be checked as a Navigator on the EC121K "Super Constellation". Anyone remember celestial, Loran-A, and dead reckoning? We had no magenta line back then. We flew all over the southern pacific in support of special operations with some extended stays in Hawaii and the islands in the Southern Pacific. Some say this was "hardship duty". Soon a new "collateral" duty was coming my way. One afternoon, my roommate, the Admiral's aide came in and said, "Guess What?" The Admiral volunteered us to be Radar Intercept Officers (RIO's) with Air Test and Evaluation Squadron Four (VX-4). I guess with Viet Nam still raging, the fleet was short on RIO's so we were available. The Squadron, known as the "Evaluators" performed air combat maneuvers and missile testing. The flew an assortment of aircraft including the F-4, F-8, A-4, MiG 17 and an F-86. I was checked out in the back seat of the two models of F-4 the squadron flew. These were the F-4B and F-4J. Most my flying was air combat maneuvering or ACM. This involved a lot of yanking and banking and I provided an extra set of eyes to help the pilot. A strong stomach was a plus. One day prior to flying we had a serious "all hands" briefing that we were to "Dog Fight" USAF F-106's. At the time the "Delta Dart" was the top interceptor for the Air Force and served into the 1980's. It was a plane with beautiful lines compared to the brawny look of the F-4 Phantom II. The F-106's had been down to NAS Miramar (Fighter Town USA) and taught the fleet some lessons in ACM. So, it was up to the "Evaluators" to come up with tactics to win in ACM against this front-line interceptor. The solution was not to bring the fight up to the F-106 Delta Dart, where the plane excelled at high altitude but to lure them down to a lower altitude to optimize the capabilities and raw power of the Phantom. That worked! A few years ago, I was at breakfast with a friend who was in 1972 an avionics tech with F-106's based at the then Geiger Field (today Fairchild AFB). We got talking about the day I flew against the F-106's and on that day, we were victorious in the "dog fights." I mentioned afterwards we did a photo op with two F-4's two F-106's with a third F-4 taking pictures. A couple of weeks later he produced the attached photograph. We checked the date from 1972 photo and checked my log book and if you look closely, I am the RIO in the inboard F-4B "Vandy Three". Vanderbilt or "Vandy" were the call signs used by the Evaluators. The second photo of four F-4's includes Vandy One, the renown all black F-4 with the "Bunny" on the tail. You were very cool stepping out of that plane after landing on the boat or an airfield away for home. I flew a memorable flight in Vandy One. After climbing to over 50,000' we nosed over and lite the afterburner to make a Mach 2 run. You needed to go downhill to get Mach 2 out of the Phantom. That is the fastest I've been in an airplane. The camouflage blue F-4 sported special colors to test effectiveness in the maritime environment. It didn't make a lot of difference as the Phantom was a big plane and expelled a lot of soot except when in "after burner". The other F-4's came from the Naval Missile Center. The orange F-4 is the very first F-4 drone that provided a super-sonic target used for missile testing especially for the Phoenix missile that was tested on the F-111 and eventually outfitted to the F-14 Tomcat. I completed my tour at the Pacific Missile range in 1973 and that was followed by two Viet Nam combat tours aboard the USS Coral Sea (CVA-43) where I was an Air Watch Officer in the ship's Combat Information Center (CIC). During my early Navy years, I had no intentions of a career. With the recession of 1974 and a compelling offer of assignment to Patrol Squadron Nineteen (VP-19), I took another tour of duty. VP-19 "Big Red" was based at Moffett Field and was the first squadron to receive the new P-3C Update model. Moffett Field was close to home. My short Navy career became 24 years and I retired as a Commander in 1993.

President's Message...

Ken Davies
WPA President

A Time to Refocus

So far, 2020 has been an odd year. While it started out in a normal way with people making plans for trips and events, attending the Northwest Aviation Conference in February, seminars, touring the booths for new products and catching up with fellow pilots. Then came March and before the month was over, the COVID-19 pandemic was in full swing. Quarantine became a household word, as did social distancing the wearing of masks.

After quarantining for almost two months, it appeared there was progress made and we were hopeful that we had the virus under control. While a few aviation events had to be cancelled in the beginning, we were looked forward to late summer for events like Sun 'n Fun and Oshkosh. As time moved on, so did COVID. It carried on and more events got cancelled. By the end of April, we realized we would need to do more "out of the box" thinking.

Social media seemed to save the day and really became the only way we could all be together. Applications such as Teams, Zoom, and Webex allowed us to have meetings from a distance. We found out we could go and social distance with an airplane. But during all of this time, we had to learn to operate in a different normal, wearing a mask, keeping our distance socially when outside of the house, washing our hands and hand sanitizing numerous times a day.

Folks were laid off from there jobs and had to figure out how to survive on the home front as well as living in the aviation world in a different way. The government helped us out some by providing for extensions for medicals and airman certificates, and knowledge exams, but not maintenance inspections. Maintenance inspections were in a category that did not change. There were several other things in the aviation world that did not change; four of them being WPA's pillars of Advocacy, Outreach, Education, and Social Activities.

The WPA Board meetings were still occurring, safety seminars were still being held if even virtually. Jerry Barkley and his member benefits team has created quite a package for all members to take advantage of and this is just the beginning. Imagine saving 15% from Aircraft Spruce on the purchase of an ADS-B tail beacon or saving 5% on a case of oil. But there is more; Aircraft Covers, Vashon Aircraft, Galvin Flying Service, Northway Aviation, Spencer Aircraft, Simulation Flight, Seattle Avionics to name a few. We know everyone one of us has had to make sacrifices during this pandemic in one way or another.

These benefits can help us save on aviation supplies and parts to keep us current as pilots and our aircraft properly maintained and ready to fly. A number of other things in regards to the WPA did not change as well including the financial requirements for our insurance policy, production of our Wings Newsletter, membership management system, and the rest of costs associated so that we can continue to advance and protect the interests of General Aviation in Washington State. We all need to refocus.

Our membership drive for this year started about three weeks ago. We need you as a member! If you have not yet renewed your membership, please do it now. Please answer the call as those pilots did when there was a need for Personal Protective Equipment (PPE) to be delivered to outlying airports around the state. Remember; wear a mask, wash your hands, and keep yourself socially distanced from others. Fly safe.

LETTERS TO THE EDITOR

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

WEBSITE MANAGER NEEDED

The WPA is looking for a volunteer that can manage our website. While not a board position, the website manager works closely with the officers and directors on the board and has a huge influence on our public image and reach. If you are interested or would like to learn more contact Mike Watkins 360.661.5477

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PORT OF Bremerton Washington

FOR IMMEDIATE RELEASE
DATE: November 17, 2020

For More Information Contact:
Jim Rothlin 360-813-0821

Port of Bremerton brings in five new tenants during pandemic.

The Port of Bremerton is excited to announce that five new tenants have leased land or buildings at Bremerton National Airport and Olympic View Industrial Business Park since the year started. In total this brings the number of Port tenants to 68 and these tenants and the Port have provided the area with over 2,436 Port-related jobs, $137 million in labor income, and $455.4 million in direct revenue.

"Even in these difficult times the Port of Bremerton continues to add new companies and new jobs in our industrial park," Commissioner Bozeman said. "In the last five years we have attracted 35 new companies bringing our total to 68 tenants."

The Port has also recently finished construction on a new 17,433 sq. ft building in the industrial park, is partway through construction of a new 5,300 sq. ft. building and multiple pad-ready sites along SR 3, is putting in the infrastructure for new hangars at the airport, and is starting construction of a new breakwater at the Port Orchard Marina. These new projects will benefit the community both directly and indirectly by providing more amenities, bringing more family-wage jobs in, and bringing in more revenue to the area.

"We're glad to be able to support new and expanding businesses in such an unprecedented time," Port CEO Jim Rothlin added. "By bringing new jobs and revenue into the community, we hope to help the people and businesses to better survive and recover when we put this crisis behind us all."

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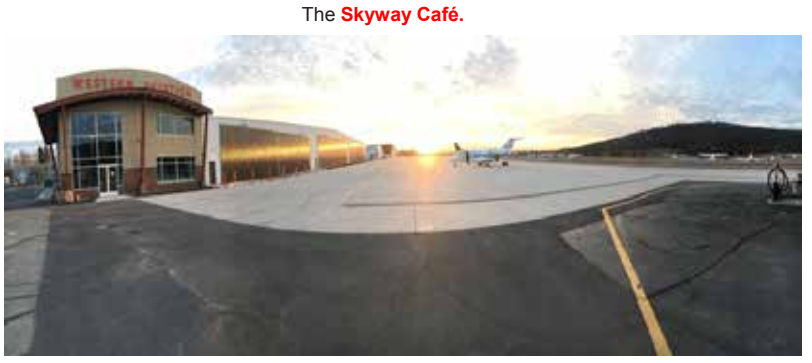

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FBO Hours: 7-7 every day Peak Season

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 Dr. Andrea Williams, drbdnz@gmail.com or call 530-945-9234 or contact Colette Miller at 714.364.5669.*** 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 or Vice-President Jeff Phillips at 206-228-0644.***

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 July & August at the ARFF Conference Center at KBLI's Fire Station 2005 West Bakerview Rd, Bellingham. Doors open at 6 PM, meeting at 7 PM. ***For more information contact Chapter President Royce Civico at 206-427-2338 ; zecyor@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 Jon Weber, 509-280-2484, jweber@parkwateraviation.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.***

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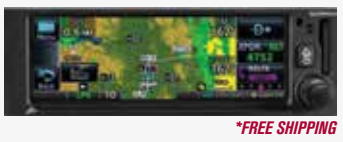

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NW Calendar of Events - Overnight Flyouts & Safety Seminars

***December 19, 2020 – 1800-2100 at KVUO Pearson** – Vancouver Christmas Light display & Geminids Meteor Shower flyout- Come join us for Hot Chocolate before we fly out on an arial tour of the light displays and the Geminids meteor showers. Call Adam for details at 360-635-2967.

***January 15, 2021 – Scholarship Applications Deadline** for our 2021 scholarship awards. Contact Michele micheledewing@gmail.com for details.

***January 16, 2021 – 1000-1130 SW Chapter Meeting** – Online Election of Officers, scholarship info and 2021 flyouts discussion.

***February 20, 2021 – 1000-1200 Short field Ops** – Online A review of the skills of short field takeoffs and landing. A pre-brief for our STOL competition. Call Brig @ 503-863-7569 for details.

***March 27, 2021 – SW WPA First Annual Short-field Takeoff & Landing Competition & BBQ** Woodland W27- This is in conjunction with our Focused Flight review emphasis on Take-offs, Landings & Go-arounds we want to have fun with your refined skills. To register contact Adam for details at 360-635-2967.

***April 17, 2021 – SW Chapter Meeting & Westport Crab Races Flyout** – Call Adam for details at 360-635-2967.

***April 2021 – Evergreen Airport History** – Date, Place & Time TBA- by Jerry Sorrell of Kelso hosted by Adam Brice at mrabrice@gmail.com.

***May 15, 2021 – 1000-1200 Safety Briefing** for Sullivan Lake - Soft Field Ops / Intro to Mt Flying Basics. To register call Brig @ 503-863-7569

***June 20, 2021 – Father's Day** – Sullivan Lake Flyout and camping. Call Adam for details at 360-635-2967

***July 5-9, 2021 – Chamberlain Basin Idaho Flyout & Mtn. Flying Mini Seminar** – Call Adam for details at 360-635-2967

*** July 17, 2021 – 1000-1200 SW Chapter Meeting** – Online

***August 21, 2021 – 1000-1200 Radio Communications** / ADS b Operations (Madras Airshow Safety Brief) To register call Brig @ 503-863-7569

September 17, 2021 – Right of Ways / Visual Scanning (Prosser Safety Brief) To register call Brig @ 503-863-7569

***September 25, 2021 – Prosser Balloon Rally Flyout** – Call Adam for details at 360-635-2967

October 16, 2021 – 0830-1200 IFR Bootcamp & SW Chapter Meeting online – Get a great refresher on all IFR topics. WINGs credit. Call Gary at 360-281-0196 to register

November 20, 2021 – Disorientation / VFR into IMC Safety Seminar To register call Brig @ 503-863-7569

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IN THE NEW YEAR!

Tom Dent Continued

Until next time, blue sky and tailwinds!!

If you have comments or ideas for aviation-related legislation please do not hesitate to get in touch with me. You may email me at tom.dent@leg.wa.gov or contact my office at 360-786-7932. You may sign up for my email updates by visiting my website at tomdent.houserepublicans.wa.gov.

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 was just re-elected for his fourth term in the state House of Representatives.

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.
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ELLIES at Arlington KAWO has indoor & outdoor seating.

SPRUCE GOOSE CAFE at Jefferson County 0S9 has indoor and outdoor seating.

HARVEY FIELD in Snohomish is basically all ops fully open. Full service restaurant, espresso bar, flight school, fuel, maintenance, skydiving, hot air balloon ops, you name it, we have it!

TACOMA NARROWS KTIW. Inside seating at The Hub.

SKY WAY CAFÉ at Felts Field is full service with indoor and outdoor seating.

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Have an event coming up?
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