



Wings

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Serving Washington Pilots Since 1960

OCTOBER - NOVEMBER 2015

President's Message...



What's in it for ME?

John Dobson,
WPA President

Membership in the WPA requires YOUR immediate attention. It's time to renew / join NOW for 2016! What's in it for you? Let's talk about your pocket book and the future of aviation in the State of Washington. Let's talk Advocacy!

I have had the privilege of serving on several advisory boards looking for ways to fund our airport infrastructure. As many of you know my position at the Port of Shelton (Sanderson Field) has given me a unique and firsthand look at airport financing. There is a very strong movement afoot to, "... provide WSDOT Aviation with feasible solutions and ... strategies that ... aviation stakeholders may leverage to address the statewide airport preservation and capital needs". In simple terms, our 134 airports will need \$3.6 billion over the next 20 years! WSDOT Aviation needs to grow its budget from \$1.4 million per year to \$12 million per year!

Airports need to be self-sustaining. If you believe that airports survive on tie-down fees, hangar rents and fuel flowage rates please think again. If you believe that the taxpayers of this state should reach into their pockets and bail you out, please think again. Remember, you are one of those super rich guys that flies airplanes. If you want to have any say in your future you need to be a part of the bigger picture. The bigger the WPA becomes the better chance we have to effect the decisions made by our

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Big World Flight for Education

By Marian Heale

There are a number of aviation groups who have dedicated all or part of their programs to bringing aviation to young people. Big World Flight for Education, the brain child of a number of Boeing Engineers and friends who are passionate about aviation, puts its volunteers' time and resources on the line to bring the wonder of flight to students in 4th through 8th grades.

Each year, generally in September, members of the group head out in several airplanes armed with a classroom set-up to teach kids about flight planning; search and rescue equipment



Big World kids watch a Drone Demonstration at Evergreen Sky Ranch



One Big World station is, "The Airplane", where kids learn parts of the aircraft and their function

including an ELT; a 10' X 10' lay-out of an airport including runways, windsock and tower, and the airplanes they arrive in to help students make the connection from "real world" to classroom instruction. Big world concentrates its activities throughout the Pacific Northwest, and for 2015, all four of the presenters were members of WPA.

This year, beginning September 15,

the group started by having about 80 6th and 7th grade students from the Enumclaw area arrive at Evergreen Sky Ranch. The four stations had been arranged outside on the grass or inside a hangar for the more formal flight planning section. One neighbor at Evergreen saw what was happening and offered to bring out his helicopter for a presentation – it was

a big hit. The highlight of the day was when the same neighbor offered a drone demonstration. Toward the end someone yelled, "Follow the drone", and 80 kids swarmed like bees, following the drone like the proverbial Pied Piper of Hamelin. The drone operator led all 80 children to an area near the busses for photos and a farewell.

On September 20th, Big World took to the air, visiting Republic, Oroville, Tonasket, and finally Okanogan, taking the presentation to approximately 320 kids in the 5th, 6th, and 7th grades. This year's presenters consisted of four Big World representatives traveling in two C-180's and a Cherokee 180. Mike Latta, retired Airline Pilot; Bruce Booker, retired King County Sheriff's Captain; Tom Jensen, retired Boeing Engineer, and Marian Heale, retired Washington State Patrol dispatcher made up the group. Between them they have about 170 years flying experience in a variety of fields.

(Continued on page 8)

2015-09 Wings Legislative Report

By Blake McKinley, Jr.

For this legislative report I am going to touch on a couple of things more on a national level, primarily the Pilots Bill of Rights-2 (PBOR-2). Recently there have been a lot of "facts" being given regarding the Pilots Bill of Rights-2. Some of the information has been accurate and some of it outdated.

The confusion comes from the PBOR proposed in the previous Congress by Senators Inhofe and Manchian and the PBOR2 proposed in the current Congress by Inhofe and Manchian. Yes, there are similarities, but there are also differences. Contained in both the PBOR and the PBOR2 is third class medical reform.

The Pilots Bill of Rights (PBOR)

contains a number of items that are inherently good because it would grant pilots a better position with the FAA should an issue develop. Contained in the PBOR is third class medical reform. Basically, the third class medical reform would grant private pilots flight privileges without having to obtain a third class medical certificate from an AME. This would require that pilots self-assess their readiness to fly, not unlike pilots are required to do now. However, under the third class medical reform, a pilot would not have the same privileges as a pilot with a third class medical. For instance, in the PBOR introduced last year the limitations included VFR only and an altitude limitation of 14,000

MSL. In the PBOR-2 the altitude limitation remains but allows IFR operations. Other limitations include operating aircraft with a gross takeoff weight of less than 6,000 pounds, no more than 5 passengers, and indicated air speed of less than 250 knots. The pilot must possess a valid driver's license. Flights are limited to domestic flights only (unless authorized by the country visiting).

This bill seems to be quite fluid. For instance, earlier this year Senator Manchin unsuccessfully attached PBOR-2 to the Senate highway bill. He offered an amendment to increase the altitude limit up to 18,000 MSL. It is important to understand that legislation can always be changed throughout the legislative process, Senators Manchin and Inhofe are now proposing the higher altitude limit.

In my opinion, many of these changes make sense while some of the changes instill unnecessary artificial limitations. For instance instead of there being an altitude restriction of 14,000 feet or even 18,000 feet, shouldn't the restriction be determined by the certification of the aircraft? After all, there are already regulations dictating when oxygen is necessary. As a consequence, artificial altitude limitations (more regulations) are not necessary.

With regard to privileges granted by a

standard driver's license, irrespective of age or even to a large extent, general health, an individual can visit the RV dealer, purchase and operate a class 'A' motorhome or that same individual can go to U-Haul and rent their largest moving van and drive it across the country fully loaded – without restriction. Arguably, a motorhome, or similarly sized vehicle or any vehicle pulling a travel trailer in the case of an accident can result in greater damage than the same individual operating the typical GA airplane. At some point, when that individual's health declines either the family or their physician will step in and restrict or pull their driving privileges.

The AME should have the same authority as your general physician but without FAA intervention. It would make sense for the FAA to have the authority to grant a physician AME status. However, once a physician has AME status, the authority of granting or withholding the pilot's medical should be up to the AME, not the FAA. After all, the AME is the one with the malpractice insurance. I suspect that currently, in the event of an incident, the FAA accepts no responsibility on the medical side and the responsibility falls back on the AME and his or her malpractice insurance. The corollary to this is for the DPE

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Big World (Continued from page 1)

Big World is a structured educational tool, using flight as its centerpiece. Volunteer teams pre-arrange with local airports for a secured location to assemble students and faculty for the three-hour program. Following a brief introduction of the pilots and a safety briefing, the students are divided into four equal groups, not to exceed 30 students. Each group is then guided by one of the crewmembers to the first of four training sessions. At the end of each 30-minute demonstration, the groups will rotate to the next station.

The Big World training stations are as follows:

The Airplane: Students complete a preflight checklist. They examine the control surfaces, aircraft systems and review the principles of aerodynamics.

Flight planning: This is an interactive course in planning a cross-country flight. Math computations include speed, fuel consumption, time and distance.

Touch 'n Go: Airport operations and communication are demonstrated as students walk through, taxi, take-off, flight patterns, and landings.

Airport Tour: Showcases the local airport. Crewmembers point out airport

markings, local businesses and, time permitting, discuss career opportunities.

Big World is a non-profit corporation consisting of an Executive director and staff reporting to a Board of Directors. All are volunteers that give freely of their time and resources. They come from all walks of life . . . pilots, engineers, teachers, administrator, etc. with one common interest - aviation. Financial support comes from memberships and donations, both person and corporate.

Big World was founded in 1990 by a small group of aviation enthusiasts. Each in their own way wanted to give back to an industry that had so enriched their lives. They wanted to reach out to the next generation and share with them the fascination and wonder of flight. The challenge is to simplify a discipline with complex formulas and principles into an educational program that while meeting the "essential academic learning requirements" to maintain a high level of student interest and enthusiasm. The founder chose to focus on the theory of flight, the airplane and flight planning. To date Big World's program has touched the lives of more than 13,000 students throughout Washington, Oregon, Idaho, Wyoming and California.

Legislative Report (Continued from page 1)

the FAA designates their authority yet accepts not responsibility for their outcomes (the individuals the DPE grants flight privileges to).

The bottom line is that over time the FAA has acquired far too much authority when it comes to medicine as it relates to aviation; it micromanages your life and mine. They are the police and judge, these roles need to separate. The PBOR-2 has the potential of balancing out the inequities that exist between the FAA and the general aviation pilot.

Below are the current AOPA talking points:

- Third class medical reform simply seeks to expand upon the FAA's successful Sport Pilot standard that has been in place for one segment of general aviation (GA) pilots for more than a decade.
- The data gathered over this period shows that the third-class medical certificate has become antiquated and does nothing to improve safety.
- Third class medical reform will save pilots money and time while also providing savings to the federal government.
- It will improve general aviation safety; and it help reverse the precipitous decline in the pilot population.
- When we have more pilots flying, American companies build and sell more airplanes, aviation-related businesses add jobs, and the economy grows.
- The bill will also provide GA pilots with additional protections to remedy unfair practices and regulations by expanding the first Pilot's Bill of Rights which received overwhelming support in both the House and Senate and became law in 2012.

As an aside, since this legislation draws

heavily on the success of the Sport Pilot category and their ability to operate an airplane with only a driver's license in their back pocket, once PBOR-2 gets passed the next thing the General Aviation Caucus should introduce in Washington DC is legislation to modify the light sport category of aircraft. To me it would make sense to include aircraft that are not complex or high performance. After all, if the foundational reason behind the development of the Light Sport category was to encourage more participation in general aviation, then shouldn't airplanes that people would really find useful rather than novelties be an option?

Finally, as Congress goes through the process of reauthorizing the FAA, some have suggested major changes, including privatization of our air traffic control system. Not only would this likely mean the adoption of user fees, which would be hugely detrimental to the individuals, businesses, farms and communities that rely on general aviation, but it would threaten access to small and mid-sized airports and communities around the nation because the current funding of the air transportation system could not be logically replaced; to do so would truly make general aviation accessible to only the wealthy. In reality the system is already funded with use fees through taxes.

The United States aviation system exists for the benefit of the general public, not just the pilots, consequently it is appropriate that all pay a little for what all of us benefit from. Every country that has instituted user fees has gutted general aviation. Keep alert for talk on the national level for privatization of the aviation system or implementation of user fees. Neither are going to benefit aviation in general or the general public.

AVIATION ACTIVITY CALENDAR

OCTOBER 2015

- Thu, Oct 1** Museum of Flight Wells Fargo First Thursday - KBFI
- Fri, Oct 2** Paine Chapter Meeting - KPAE
- Fri, Oct 2** Friday Harbor Fly Out - Friday Harbor
- Sat, Oct 3** Flying Companion Seminar - KRNT
- Sat, Oct 3** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Oct 3** Arlington Chapter Meeting - Arlington
- Thu, Oct 8** North Sound Chapter General Meeting. - WECU Meeting Room, 511 E. Holly Street, Bellingham, WA 98225
- Fri, Oct 9** Wings Seminar - The Search and Rescue Process for Pilots Auburn - Evergreen Sky Ranch (51WA)
- Fri, Oct 9** Green River Chapter dinner meeting; contact Jim Flynn JKRV6A2@skynetbb.com, 206-498-4409. - Evergreen Sky Ranch (51WA)
- Fri, Oct 9** Friday Harbor Fly Out - Friday Harbor
- Sat, Oct 10** FAA Wings - Meet an FAA Examiner - Renton - KRNT
- Sat, Oct 10** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Oct 10** Harvey Field Chapter @ Snohomish Flying Service - S43
- Sat, Oct 10** WAAAM Air and Auto Museum Open House - K4S2 - Ken Jernstedt Airfield - Hood River
- Thu, Oct 15** Clallam County Chapter @ Rite Bros. Aviation - KCLM
- Thu, Oct 15** Yakima WPA/EAA 206 Monthly Meeting - KYKM - Hangar 1 at the Yakima Air Park, off Ahtanum Blvd. on 21st Ave
- Fri, Oct 16** Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket - Whistler's at Tonasket
- Fri, Oct 16** Friday Harbor Fly Out - Friday Harbor
- Sat, Oct 17** FAA Wings - Pre-flight Briefing via the Internet - Renton - KRNT
- Sat, Oct 17** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Wed, Oct 21** Olympia Chapter Meeting @ Pearson Air - KOLM
- Fri, Oct 23** Deer Park Chapter @ Deer Park Airport Administration Building - KDEW
- Fri, Oct 23** Friday Harbor Fly Out - Friday Harbor
- Sat, Oct 24** AOPA Rusty Pilots Seminar - KBVS
- Sat, Oct 24** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Oct 24** Infinite Air Center Hot Dogs and Refreshments - Albany, Oregon S12
- Wed, Oct 28** Tri Cities Chapter Meeting - Bergstroms (KPSC)
- Fri, Oct 30** Friday Harbor Fly Out - Friday Harbor
- Sat, Oct 31** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Oct 31** Pendleton EAA219 Pancake Breakfast - Pendleton, OR KPDT

NOVEMBER 2015

- Thu, Nov 5** Museum of Flight Wells Fargo First Thursday - KBFI
- Fri, Nov 6** Paine Chapter Meeting - KPAE
- Fri, Nov 6** Friday Harbor Fly Out - Friday Harbor
- Sat, Nov 7** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Nov 7** Arlington Chapter Meeting - Arlington
- Thu, Nov 12** North Sound Chapter General Meeting. - WECU Meeting Room, 511 E. Holly Street, Bellingham, WA 98225
- Fri, Nov 13** Friday Harbor Fly Out
- Sat, Nov 14** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Nov 14** Harvey Field Chapter @ Snohomish Flying Service - S43
- Sat, Nov 14** WAAAM Air and Auto Museum Open House - K4S2 - Ken Jernstedt Airfield - Hood River
- Mon, Nov 16** Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket - Koala's in Omak
- Wed, Nov 18** Olympia Chapter Meeting @ Pearson Air - KOLM
- Thu, Nov 19** Clallam County Chapter @ Rite Bros. Aviation - KCLM
- Thu, Nov 19** Yakima WPA/EAA 206 Monthly Meeting - KYKM - Hangar 1 at the Yakima Air Park, off Ahtanum Blvd. on 21st Ave
- Fri, Nov 20** Friday Harbor Fly Out - Friday Harbor
- Sat, Nov 21** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Mon, Nov 23** Deer Park Chapter @ Deer Park Airport Administration Building - KDEW
- Wed, Nov 25** Tri Cities Chapter Meeting - Bergstroms (KPSC)
- Fri, Nov 27** Friday Harbor Fly Out - Friday Harbor
- Sat, Nov 28** BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp - KONP
- Sat, Nov 28** Pendleton EAA219 Pancake Breakfast - Pendleton, OR KPDT
- Sat, Nov 28** Infinite Air Center Hot Dogs and Refreshments - Albany, Oregon S12

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