

Photo courtesy Marian Jensen  
 Lockheed Electra very similar to the one in which Amelia Earhart was lost sits on the hangar floor at the Amelia Earhart Museum in Aitchison, KS.



DECEMBER 2022 - JANUARY 2023

# Wings



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## Flight to the Bahamas or Flight from Winter into Summer

By Marian Jensen

A friend of mine who enjoys planning and going on long trips in a Bonanza E33-A had gone both to Alaska and even Greenland. I had to ask, "Do you ever go anyplace warm?" This started the saga of two 70-plus-year-old females' trek from Bellingham, WA to Governor's Harbor, Eleuthera in the Bahamas. One 70 plus-year-old would like to share the story.

Our idea first emerged just prior to the Covid-19 Pandemic and included a very ambitious flight from Bellingham to Trinidad/Tobago. While that would certainly be possible, the trip with sightseeing included, and at a relaxed pace, would probably take at least three to four months. We had one month for the trip, and even with this in mind, we were out for about six weeks.

It was decided that February was our target month - well out of the hurricane season in the Bahamas and a delightful change from the weather in the Northwest. The biggest challenge would be waiting for a high pressure system to hit the Northwest in February, and being ready to follow that high pressure system all the way across the United States till we could get out of Winter.

We began scratching the surface on the planning that would need to be done, and then Covid-19 hit. We skipped that February and waited for the next...and then the next. Finally in February of 2022, with Covid-19 still lurking but no longer on

the rise, we decided it was time. We weren't exactly getting any younger.

While planning is not my forte - I tend to plan to have a plan thrown together at the last minute, my travel partner is meticulous about planning and had every flight, and every layover planned out as well as alternative cities in case of weather or fuel shortages.

However, while flights and intentions can be planned, what is actually going to happen cannot be sure when you are traveling in a small airplane. So, hotel and rental car reservations, which was my job, could not be made before knowing that our arrival time was a reasonably sure thing. The most I could do was to call ahead to the FBO we had picked, if there was more than one at our destination, and see if they had agreements or discounts with local hotels or rental agencies. This produced a lot of last minute scrambling on my part, but we never had to sleep at the FBO.

We saw our high coming on Friday, February 4th. I packed what was left to pack and headed from Evergreen Sky Ranch near Enumclaw to Bellingham. Speaking of packing - since the start of the trip idea, I had been searching the internet and local stores for light-weight luggage. I mean, really light-weight. We finally both agreed that there is nothing as light-weight as a clear plastic garbage bag. Perhaps a bit crass, but very effective. That, with a small overnight bag to take back and forth to

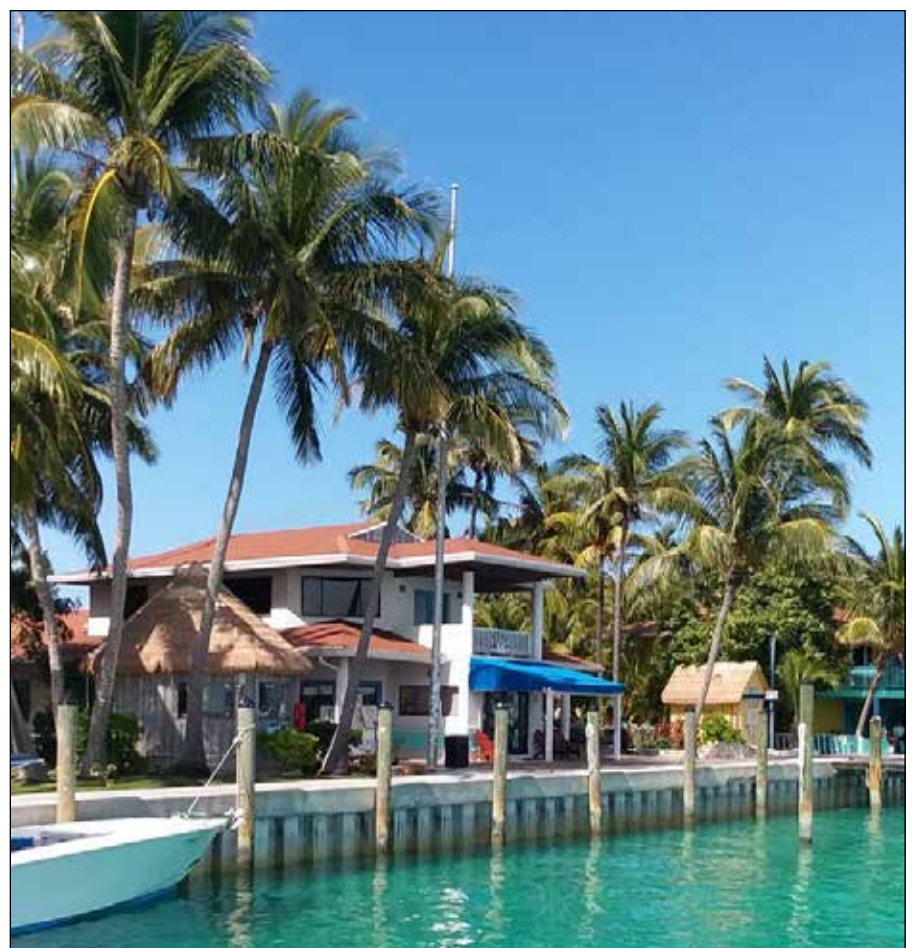


Photo courtesy Marian Jensen

Approaching the Big Game Resort on Bimini North on the boat ferry from Bimini South

hotels, worked very well.

Another problem was packing for summer and winter. We sure didn't want to wear in the Bahamas what we started off in from Bellingham. Luckily, my travel partner has an uncle in Punta Gordo, FL who was willing to keep our winter clothes while we went to the Bahamas, and let us pick them up on our way back. We also left our oxygen tank and related gear, the extension cord for cold weather hook-ups, and all emergency mountain crossing gear such as boots,

sleeping bag and bear spray. We also had the option of FedExing clothes and diving gear back and forth if we got too heavy.

We departed Bellingham Sunday, February 6th. The first night we spent in Billings, MT and the next in North Platt, NB. In each city we tried to take in the most interesting museums, galleries and other tourist attractions.

**Bahamas**  
 continued on page 5

Museum Wed - Sun 9 AM - 4 PM:  
[ptaeromuseum.com](http://ptaeromuseum.com)

Spruce Goose Wed - Sun 8 AM - 4 PM  
[sprucegoosecafe.com](http://sprucegoosecafe.com)

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## CFI CORNER

# Non-Towered Airport Traffic Patterns

## Straight-In Versus The Traffic Pattern

By Tom Rogers, CFI-II-MEI, NAFI Master CFI

### Becoming a lethal recipe

On August 18, 2022 another traffic pattern related mid-air collision occurred in Watsonville, California with a tragic end. It is an all too familiar scenario, traffic pattern traffic versus a straight-in. A study of accident statistics reveals that 68% of all mid-air collisions in the past 20 years occur on short final. Also, of note in this review, general aviation accidents have remained very steady at approximately 5.55 per 100,000 hours flown. With Airlines at .023 per 100,000 hours and the military at .94 per 100,000 operations there is a lot of room for improvement. 100% of the traffic pattern mid-air collisions occur on clear unrestricted visibility days.

Not many pilots know that the FAA re-wrote much of the guidance on non-towered airport operations back in 2017. In fact, they even changed the reference from "uncontrolled" to "non-Towered" in all publications in an attempt to change the paradigm that there were no rules at non-Towered airports. I have traveled around western Washington giving a presentation on non-Towered traffic patterns. I have given it online as well. My presentation has been reviewed and sponsored by both the Seattle and Spokane FSDO safety inspectors who run the FaaSTeam in our area.

"Since 1978, there has been an average of 30 midair collisions in the United States each year. These collisions resulted in an average of 75 deaths per year. There are also over 450 Near Midair Collisions (NMACs) reported each year; no one can calculate the number that have gone unreported!" FaaSTeam Notice July 2011

Let's talk about just one element of the non-Towered trouble areas: Straight-in versus the traffic pattern. According to Advisory Circular 90-66B Non-Towered Airport Operations; the Pilot's Handbook of Aeronautical Knowledge (PHAK); the Airplane Flying Handbook (AFHB); and the Aeronautical Information Manual (AIM), the primary method for landing at a non-towered airport is the standard traffic pattern. The sum of all aeronautical information, written by thousands of experienced pilots strongly recommend pilots use the standard traffic pattern. That is no small statement. It is the safest way to land at a non-towered airport and statistics bear this out. If you use the traffic pattern you will be statistically speaking, at least 50% less likely to be involved in a mid-air collision, perhaps even more.

There are reasons for the straight in approach on a VMC day. Emergency or cautionary approach, practice instrument approaches, large Turbojet aircraft making visual approaches from the enroute segments, and well to save time by not having to go out of your way to enter the traffic pattern. If I could convince you to stop doing that fourth justification for a straight-in, we would eliminate more than 80% of the traffic pattern versus straight-in conflicts.

In the Watsonville accident mentioned previously, the straight-in aircraft was doing over 190kts during the entire VFR approach making it impossible for the low time Cessna 152 pilot to judge distances or closure. I flew F-15s in the USAF and only made a final approach more than 190kts once when a flight control issue required a 230kt approach. The speed was excessive, but it was with-in rules.

What I would like pilots to understand is that practices which are "within the rules" may still be wrong. The aviation "rules" or CFR 14 parts 61, 91 and all the others, are intentionally written with a wide margin



	1990	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	(P) 2020
Total fatalities	787	581	633	559	563	706	496	496	481	458	458	438	390	422	378	386	331	379	414	332
Total seriously injured persons	U	297	323	265	271	365	255	259	273	256	328	247	214	236	(R) 247	199	206	(R) 228	(R) 229	187
Total accidents <sup>(1)</sup>	4,793	1,710	1,741	1,619	1,671	1,523	1,454	1,509	1,481	1,441	1,471	1,223	1,222	1,211	1,209	(R) 1,234	1,275	1,228	1,285	
Total accidents <sup>(2)</sup> , fatal	429	345	352	314	321	308	288	277	276	271	270	273	221	259	230	213	203	224	233	285
Flight hours (thousands)	13,121	25,545	25,997	24,888	23,168	23,963	23,419	22,805	20,852	21,688	U	20,881	19,492	19,617	20,576	21,334	21,703	21,643	21,801	19,454
Rates per 100,000 flight hours <sup>(3)</sup>																				
Fatalities	6.00	2.27	2.43	2.25	2.43	2.95	2.08	2.17	2.31	2.11	U	2.10	2.00	2.15	1.84	1.81	1.93	1.75	1.90	1.71
Seriously injured persons	U	1.16	1.24	1.06	1.17	1.11	1.07	1.14	1.31	1.18	U	1.18	1.10	1.20	(R) 1.20	0.93	0.95	1.05	(R) 1.05	0.96
Total accidents <sup>(1)</sup>	36.53	6.69	6.68	6.49	7.20	6.35	6.94	6.87	7.38	6.63	U	7.04	6.26	6.23	5.85	5.93	(R) 6.68	6.87	(R) 5.58	6.57
Total accidents, fatal <sup>(2)</sup>	3.27	1.33	1.34	1.26	1.35	1.28	1.20	1.21	1.32	1.24	U	1.30	1.12	1.30	1.10	0.98	0.94	1.02	(R) 1.06	1.05

KEY: P = preliminary; R = revised; U = data are not available.

<sup>(1)</sup> U.S. registered civil aircraft not operated under 14 CFR 121 or 14 CFR 135. Accidents on foreign soil and in foreign waters are excluded. Suicide, sabotage, and stolen/unauthorized cases included in accidents, fatalities and rate computation in this table are: 1985 (11 accidents, 6 fatal accidents); 1990 (4, 1); 1991 (8, 5); 1992 (2, 1); 1993 (5, 4); 1994 (3, 2); 1995 (19, 8); 1996 (4, 0); 1997 (5, 2); 1998 (6, 4); 1999 (3, 1); 2000 (7, 7); 2001 (3, 1); 2002 (7, 6); 2003 (4, 3); 2004 (4, 3); 2005 (4, 3); 2006 (4, 3); 2007 (4, 3); 2008 (4, 3); 2009 (4, 3); 2010 (4, 3); 2011 (4, 3); 2012 (4, 3); 2013 (4, 3); 2014 (4, 3); 2015 (4, 3); 2016 (4, 3); 2017 (4, 3); 2018 (4, 3); 2019 (4, 3); 2020 (4, 3).

<sup>(2)</sup> Since April 1995, the National Transportation Safety Board has been required by law to investigate all public-use accidents, increasing the number of NTSB accidents.

<sup>(3)</sup> Rates are computed by dividing the number of Total fatalities, Total seriously injured persons, Total accidents, and Total accidents, fatal by the number of flight hours.

<sup>(4)</sup> Data for 1990, 1995, and 1970 include air taxi.

**SOURCES:**  
Fatalities, accidents, flight hours and rates per 100,000 flight hours:  
1960-70: National Transportation Safety Board, Annual Review of Aircraft Accident Data; U.S. General Aviation, Calendar Year 1970, NTSB/ARG-74/1  
1975-2020: National Transportation Safety Board, Aviation Accident Statistics, table 18, available at <https://www.ntsb.gov/investigation/aviation-accident-statistics>

**SERIOUS INQUIRY:**  
1970-85: National Transportation Safety Board, Annual Review of Aircraft Accident Data, General Aviation (Washington, DC: Annual Issues).  
1990-2020: National Transportation Safety Board, Analysis and Data Division, personal communications, July 1, 2010, July 20, 2011, July 18, 2012, Aug. 8, 2012.

**General Aviation is About 5.5 per 100,000.**  
**In real terms we have over 1200 accidents per year or 100 per month**

so that a wide variety of operations can be considered. To narrow the best practices down, the other publications; AIM, PHAK, APFB, and Advisory Circulars, share thousands of years of pilot experience in your specific operations. To say they are not mandatory may be legally correct but counter to safe, professional operations. I can assure you that when you are dead from a mid-air collision your last thought will most likely not be I was legally correct. One last thought on these "not mandatory" rules. I had a conversation with the aviation insurance underwriter's association in 2021 when I was researching much of this subject. They told me that because of all the red ink from the accident rates in General Aviation, insurance companies are beginning to write policies with a "best practice" clause in them. In other words, if you are found to have not been following best practices found in all the guidance mentioned above, your loss may not be covered in the future.

That leads me to the troublesome subject of Right-Of Way. CFR 14 Part 91.113 (g) is probably the most quoted and least understood FAR there is. I'm going to quickly break it down for you but remind you that you don't want to be dead right when it comes to exercising your right of way.

**91.113 Right-of-way rules: Except water operations.**

(g) **Landing.** Aircraft, while on final approach to land or while landing, have

the right-of-way over other aircraft in flight or operating on the surface, except that they shall not take advantage of this rule to force an aircraft off the runway surface which has already landed and is attempting to make way for an aircraft on final approach. When two or more aircraft are approaching an airport for the purpose of landing, the aircraft at the lower altitude has the right-of-way, but it shall not take advantage of this rule to cut in front of another which is on final approach to land or to overtake that aircraft.

"On final approach to land or while landing", Let me defer the discussion of "On final" for a minute. "While Landing" has been officially interpreted by the FAA to mean "In the Traffic Pattern". So, aircraft in the traffic pattern have right of way over aircraft not in the traffic pattern or "in flight". "Aircraft at lower altitude has the ROW" but shall not take advantage to cut in front of another. And the other biggie here "Or to overtake that aircraft". So, you may not cut in front, even if you are lower on approach and you may not overtake an aircraft in front of you on final or in the traffic pattern. Those are the coveted "Rules" which many pilots like to point too, but seldom really understand.

What is "on final". Well, there we get back to a hole in the rules. There is no definition. One hapless pilot named Fekete tested the system, by claiming that since he

was in the traffic pattern and straight-ins were not, he had ROW. That issue was not in dispute, but the FAA took notice in 1994 when on multiple occasions he turned inside of straight-in traffic causing them to go around or drastically alter their flight path. They violated Mr. Fekete and the NTSB law Judge upheld the violation and revocation of Mr. Fekete licenses for two reasons. First, he did not give way to aircraft "on final" that were lower than he, and second (CFR 14 Part 91.111) he was operating his aircraft so close to other aircraft as to cause a collision hazard. The FAA v Fekete caused a bit of a stir in general aviation. It is clear that Mr. Fekete took things too far, but now who had ROW traffic pattern or straight-ins? And what exactly is "on final". In the Fekete case the judge choose not to define "on final" but instead said that if base to final traffic made an aircraft on straight-in alter their course or go around to avoid a conflict, that the base to final traffic is in violation of FAR 91.113 (g).

To the legal eagles out there the "rules" fail both parties, the straight-ins and traffic pattern. We are left with best practices, experience, and courtesy.

Before I quickly sum this up, two areas cause mid-air collisions on final (68% of all mid-air collisions). Extending or wide downwind patterns leading to long finals.

**Patterns**  
continued on page 4



# Frosted Donuts are Better Than Frosted Airplanes



Jon Deak

For a large majority of Washington State, we have experienced our first interaction with snow, and all the other fun things that come with the changing of seasons (ice, heating bills, colds, etc.). However, what we often neglect to spend time discussing, is the impact the changing season has on how we operate our aircraft. As the title might have given away, we're going to be discussing the impacts that frost has on our airplanes (sorry to those of you that were hoping this was going to be an article on donuts). Additionally, we're going to explore what neglecting to address or even notice frost on your wings can mean for the outcome of your flight. First off, frost is defined by

the American Heritage Dictionary as "A deposit of minute ice crystals formed when water vapor condenses at a temperature below freezing." Sounds harmless right? In certain contexts, it most certainly is. However, when the NTSB conducted a revised study back in 2015, they determined that frost most definitely can be harmful. "Virtually imperceptible amounts of ice on an aircraft wing's upper surface during takeoff can result in significant performance degradation." Or "Fine particles of frost or ice, the size of a grain of table salt and distributed as sparsely as one per square centimeter over an airplane wing's upper surface, can destroy enough lift to prevent a plane from taking off." Furthermore, the study was able to pinpoint a few data plots and give us a specific breakdown on how much of a performance impact our aircraft are experiencing. The NTSB concluded that "Frost can reduce your wing's max lift by 30 percent or more" as well as "...increase drag by up to 40%", and in the air "small patches of ice or frost can result in localized, asymmetrical stalls on the wing, which can result in roll control problems during liftoff." Now that we are all on the same page, that frost on aircraft that want to be airborne is not a positive thing, how do we manage and in this case, mitigate the risk? We remove it! Easy right? The NTSB states that "Pilots should be aware that no amount of snow, ice or frost accumulation on the wing upper surface should be considered safe for takeoff. It is critically important to ensure, by any means necessary, that the upper wing surface is clear of contamination before takeoff." But how do we know when the upper surface of the aircraft wing is free of frost/ice? According to the NTSB, "the only way to ensure that the wing is free from critical contamination is to touch it (also known as a tactile inspection)." And why is that the case? Because frost, snow, and rime ice may be very difficult to detect on a white upper wing surface and clear ice can be difficult to detect on an upper wing surface of any color. The additional threat however, is doing nothing to assure your aircraft is clean of contaminants. The NTSB highlighted some interesting points towards the end of their report "Some pilots incorrectly believe that if they cannot see ice or frost on the wing from a distance, or maybe through a cockpit or cabin window, it must not be there - or if it is there and they cannot see it under those circumstances, then the accumulation must be too minute to be of any consequence." Many pilots may believe that if they have sufficient engine power available, they can simply "power through" any performance degradation that might result from almost imperceptible amounts of upper wing surface ice accumulation. However, engine power will not prevent a stall and loss of control at liftoff, where the highest angles of attack are normally achieved. So what's the final thought on aircraft containing frost? "With a careful and thorough preflight inspection, including tactile inspections and proper and liberal use of deicing processes and techniques, airplanes can be operated safely in spite of the adversities encountered during winter months." Don't let the cooler temps and seasonal weather prevent you from operating your aircraft, but definitely take the time to manage the risks, reduce the threats, and equip yourself with the knowledge and the tools to continue to fly safely.

# Biggest Causes of Pilot Accidents – are NOT What you Think



George Futas, CFI  
WPA Paine Chapter  
Aviation Safety Officer

We all think we make safe decisions when flying, but recent studies have some enlightening information that I find worthy of sharing. The focus is knowledge to prevent aviation accidents by pilots due to our own human limitations that we may not realize (e.g. Decision Fatigue & Adrenaline Paralysis).

This subject is presented by Gary Reeves, a Master Flight Instructor on the free 1 hr. course on the website link listed below. I encourage every pilot, VFR and IFR, Private through ATP, to review his presentation. He provides some good examples of how good pilots make bad decisions, and the causes are not what we normally think they are. Some insights for pilots to consider are:

1. Are you a good pilot ?
2. When is good, not good enough ?
3. How many of us think we are good at Multi-tasking ?
4. Do we get better with multi-tasking with experience ?
5. Does our brain really do multi-tasking?
6. How does this affect our decision making ?
7. What is Decision Fatigue ?
8. How does Decision Fatigue impact our ability to make good decisions ?
9. What are the signs of Decision Fatigue?
10. How does Decision Fatigue impact our safety of flight ?
11. What is Adrenaline Paralysis and the risks involved?
12. What must pilots do to avoid being a victim of these conditions?
13. Explore the FRAT app and the risk assessment it provides for your flight.

Gary is well known for his free FAA Safety training seminars at AOPA and EAA Oshkosh venues.

This on-line YouTube video is free. <https://pilotsafety.org/decision>

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## 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.



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# COMMITTEE REPORTS

## President's Message...



Ken Davies  
WPA President

Let's talk about communication... I wrote an article in May about communication and how the various generations communicate and really wanted to expand on the subject. I talked about the data, information, points to get across to others, and also the ability to receive information from others as well as the abundance of resources in which to go about it. I found myself caught up in a "gotcha" of being prepared but then not when given a last-minute business trip out of the area and finding out my reminders and all my information were not along with me. You're prepared until you're not. I will definitely learn from this experience. Because of this I have done more research on improving generational communication. I found the best way is to consider your audience, knowing that each generation communicates differently, then use the means that's best for that audience. Then tailor the communication as you go. Even modern communication can be severely hampered. Imagine trying to attend a TEAMS meeting as a phone call when you can hear the conversation but not see the screen of a presentation and asked to comment on them. Research done at Concordia University found that during a study of the generations through a word cloud generator they were asked "how do you believe your generation is perceived by others." The study found it wasn't that generations inherently perceived each other negatively, but rather, the concern they will be perceived negatively by others and act in accordance. Maybe think of it in a new way, staying in touch and removing communication barriers as best we can. There are still many tendencies to stick to old habits. I still see more and more pilots are using iPads and tablets in the cockpit as Electronic Flight Bags (EFB's), and it's a very good back up for situational awareness but I find many are spending more time flying by the table screen and not keeping their head outside the cockpit enough. The big part of this message that I want to reflect on is we all get tied up in the day-to-day events. We have agenda, we have spreadsheets with dates on them for various meeting and deadlines and happenings. We don't want them all to end up like "death by PowerPoint." Sure, I mentioned the TEAMUP app is a way one can list that others can attend, our website, our WINGS newsletter. But in all this getting back to email reminders and making notes on your cell phone I have found work so much better. You can select any day on the calendar on your phone and make a note; fly-in, birthday, WPA meeting and then set it to remind you. Article due dates, chapter meeting dates as well. Through in the Northwest Aviation Conference in February for good measure. Please help us help you to communicate what best ways we can to share things that are important to aviation and pilots. Please if you find other events that might interest pilots in our group, please let us know so we can add those events to inform others or write an article for our Wings Newsletter. You do not need to be a director to write them, anyone can. We are missing out on a lot of good aviation stories that need sharing with others. Let's share them.

Fly safe.

## Local A&P/IA Receives National Recognition from the American Bonanza Society



Photo courtesy Don Goodman

Mike Thompson flanked by Tom Turner and Whit Hickman, ABS Leadership

Don Goodman, North Sound

Michael Thompson, Avstar Aviation of Washington, was awarded the MD Cashion Award at the ABS Convention in Wichita, Kansas Sept 24, 2022 at American Bonanza Society Awards dinner. ABS was celebrating their 55 year Anniversary and the 75th year of the Bonanza.

The ABS/ASF M.D. Cashion Award was awarded for the first time at the 27th Annual ABS Convention in Spokane on July 19, 1995.

The citation for the M.D. Cashion Award may involve these criteria:

1. One or more incidents in which the award candidate has prevented possible catastrophic aircraft failures through unusual alertness and skill in detecting the potential failures.
2. Outstanding success in managing the special maintenance preparations and requirements of aircraft involved in highly demanding missions, i.e., transoceanic flights, flights into difficult and potentially hazardous areas, endurance flights, etc.
3. Distinguished career accomplishments in aviation maintenance technology, including specific maintenance innovations, the development of training and information materials on aviation maintenance technology recognized widely by peer groups, exceptionally effective service in the upgrading of the technology through various industry forums.

## Patterns

continued from page 2

This causes a conflict when another aircraft in the pattern flies a normal pattern and does not recognize that an aircraft flew wide and long. The second is the pattern turning onto the straight-in. In both cases one aircraft is on a "long final" and the other is on a short base.

Since this article is getting too long to publish, I will bullet point my recommendations to avoid the straight-in vs pattern conflict in the NON-TOWERED environment.

1. If not a jet or practicing instrument approach use the traffic pattern.
  - a. If you are a Jet announce it, so the solo student understands you are much faster.
2. If practicing an instrument approach use distance references that even a solo student pilot will recognize. (i.e., not fix names)
  - a. Make sure to call out how the approach will terminate in VFR solo student terms.
  - b. When planning a low approach, if an aircraft is approaching normal base go around early to help.
  - c. Be accurate with distance calls.
3. Reduce opposite direction approaches to an absolute minimum.
  - a. Planes on upwind have NO OPTIONS to avoid your opposite direction approach.
  - b. If you circle to active runway begin early to avoid crosswind traffic.
  - c. If you circle below TPA you may not use the lower altitude to cut off

TPA traffic or overtake TPA traffic. Remember that solo student has absolutely no idea what you are doing. Do NOT direct other aircraft's patterns so that you may accomplish your circle unimpeded.

d. In Western Washington area use KOLM. the tower will almost always approve opposite direction approach to 17 circle to 08. There are more eyes watching for safety.

4. Straight-ins often say "traffic permitting". This seems courteous but do you have a plan to avoid the traffic pattern aircraft? At what point do you determine "traffic permitting" and what is the basis to determine "traffic permitting"? If you are just hoping for the best, in aviation that gets you an accident.
  - a. Be accurate with distance calls.
5. Turning base can be safely accomplished when abeam the aircraft on final. Extending further widens and lengthens the pattern decreasing safety.
  - a. If you must extend downwind beyond the normal 45 degrees off the numbers, to fit behind final traffic announce, "extending downwind for final traffic".
6. When can you safely turn inside of a straight-in or practice instrument approach traffic?
  - a. Absolutely depends on the speed of the traffic.
  - b. For similar GA aircraft with approach speeds of 70-90kts if you are turning a normal 1/2 mile to 1 mile base you may do so if traffic is outside 3 miles.
  - c. If it is jet or twin traffic with speeds

above 100kts use outside of 5 miles.  
d. These rules of thumb are for NORMAL 1/2 to 1 mile base if you constantly fly longer bases, first consider that those wide patterns are causing many of the mid-air each year and second schedule a refresher with a CFI.

7. Play NICE around non-Towered airports.
  - a. Extend courtesy toward other pilots and do not try to expedite your approach to the detriment of others.
  - b. Towered airports are driving both

IFR and VFR practice to non-Towered airports.


c. DO NOT bring the towered airport normal practices to the non-towered airport.

- i. No downwind departures
- ii. No base entries
- iii. No direct entries to downwind, use the 45.

That's my two cents, try to break the accident chain early with preventive measures.

Over and out.

**WASHINGTON PILOTS ASSOCIATION**



**WPA Wings**  
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Submissions are welcomed!

Please send articles via e-mail to: [wings@wpaflys.org](mailto:wings@wpaflys.org)  
Send typewritten or handwritten articles to:  
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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.

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Photo courtesy Marian Jensen

Marian very carefully holds a baby alligator at the Everglades Alligator Farm in Homestead, FL



Photo courtesy Marian Jensen

Tour leader feeds one of the swimming pigs at Pig Beach in the Exumas

## Bahamas

continued from page 1

On February 8th we arrived in Atchison, KS, birthplace of Amelia Earhart. There is much to see in Atchison related to both Earhart and aviation in general. The home she spent most of her formative years in with her grandparents is there along with the Amelia Earhart Hangar Museum which boasts a Lockheed Electra like the one in which Earhart was lost. There is also the International Forest of Friendship, an arboretum beside Lake Warnock which is a memorial to the men and women involved in aviation and space exploration. It is made up of trees from all fifty states and thirty-six territories and countries around the world.

February 10th on the way from Atchison to Tuscaloosa, AL, about thirty minutes into the flight, our battery light started blinking. We landed at Butler, MO. Thanks to my partner's planning, she had purchased SAAVY Insurance through AOPA prior to the trip, the incident had a quick and happy ending. She made one call and we were connected to a mechanic certified to work on Beechcraft airplanes in a town close to our location. We talked to the mechanic, flew with minimal use of the battery to his home airport of El Dorado Springs, and were on our way within the hour. It was all about a little corrosion and one wire not quite touching another. OK, so I'm not a mechanic.

We arrived in Homestead, FL, our jumping off place to the Bahamas, on February 16th. We had tried to fill out all of the Bahamas visitor's paperwork, which was extremely involved and difficult to say the least, but mine was not quite perfect. That glitch had to be corrected, plus we had to get Covid-19 tests, and the 15 minute version was no longer acceptable, so we resigned ourselves

to being in Homestead at least two days. The owner of the Homestead FBO, Mr. Roberts, is a wealth of aviation history and history about the area. He comes highly recommended if you are in the area.

We rented a car and began our exploration of Homestead. The first thing we ran into on the way from the airport to Homestead was the Everglades Alligator Farm. Well, I had never been to an alligator farm, and while I am not much on taking animals out of the wild to mess with them for the amusement of humans, I was attracted by the airboat ride. My traveling partner declined the boat trip, and when I had to keep my fingers in my ears to retain what I have of my hearing, I understood why. Let's say it was interesting, and Homestead does have an abundance of good seafood.

Finally, on February 19th, with all paperwork in order due to some help from my husband Tom from our home computer where the paperwork had been started, we had everything ready - except the weather. It was the first day we had seen low clouds and marginal VFR weather. It is a short flight from Homestead to Bimini South, only 30 to 45 minutes, but especially over water it is nice to have good weather.

Preparation was interesting. Ever hear of a Sharkbanz? Neither had I, but again, due to my partner's planning, we had Sharkbanz on our ankles - just in case. We also had on life vests, which are required, and I had our two-woman life raft in reach since the exit door was on my side. Oh how I hoped we wouldn't need to use it - or the Sharkbanz!

The trip to Bimini South was uneventful, though we did have a little rain and had to dodge a few clouds. Customs on Bimini South was a breeze. We had heard stories from one extreme to the other, but it was straight forward with showing passports, answering a few questions and waving our ever-handy Covid-19 vaccination cards.

February 23rd, we planned to fly from Bimini to Staniel Cay, which we had read/heard is one of the most beautiful islands in the Bahamas. The day was beautiful. About 20 minutes into the flight we were getting blinking lights - the battery. Since Staniel Cay is a very small island, we diverted to Nassau, feeling that the chances of getting mechanical assistance would be much better there.

On the ground in Nassau, we contacted the FBO for a mechanic who opened the cowling and found another broken alternator wire and very low battery. The wire was repaired and we ran the aircraft at high RPM for 15 minutes per his suggestion. All seemed to be in order and we again took off for Staniel Cay.

Staniel Cay was, as advertised, very beautiful. From there we signed on to a boat excursion which took us to several of the islands in that chain. We swam with the pigs and sharks (nurse sharks; not great white), visited a sand bar, fed the iguanas on Iguana Island, visited a grotto and had a late lunch at the famous Yacht Club. As it happened, Russia had just invaded the Ukraine and seated at our table for lunch were several tourists including a Russian, Ukrainian and a Swede. It made for interesting dining conversation and was one of the best days of the trip.

On February 26th we flew from Staniel Cay to Governors Harbor, Eleuthera. The island is very long and skinny. At one point, The Glass Window Bridge, you can see the calm, light blue waters of Exuma Sound in the Caribbean on one side of the road, and the dark blue, rough waters of the Atlantic Ocean on the other side of the road.

Most of our time in the Bahamas we were on small islands and rented golf carts. I was driving on the left side of the road for the first time in my life, but golf carts are fairly slow and it was a good way to gradually work my way to the vehicle we rented on Eleuthera. It wasn't as difficult

as I had anticipated, but there was no daydreaming or thinking of other things. I was definitely thinking about being on the left side of the road and driving all the time I was behind the wheel.

We started back to the United States on March 1st. Our flight from Governor's Harbor to Key West was a little over two hours. Should you decide to go to the Bahamas, I would suggest studying the return Ports of Entry for customs. Key West Hotels are very expensive, even those not on the beach. We had adequate accommodations, clean but no frills, for \$437.63 per night. We only stayed one night.

On the trip back to Bellingham we opted for the southern route through Louisiana and Texas, then over to California and north through the interior. We were forced to spend extra time in Baton Rouge due to a stalled low with low ceilings and visibility and predicted thunderstorms ahead, but certainly did learn a lot about Huey P Long - pros and cons.

We got back to Bellingham March 16th. All-in-all it was a wonderful trip - the trip of a lifetime, and one I will never forget.

### 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.

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# Airport Affairs



By Tom Jensen  
Airport Affairs

The pandemic, old age and other "stuff" has borne heavily on many in WPA leadership at state and chapter levels. We need rejuvenation. (Google it...)

As an all-volunteer organization, the constructive activity (I don't call it "work") which makes WPA successful, needs to be shared and perhaps inspired by review of past successes.

Our Bylaws (Art VII, Sect. 1b, find on [wpaflys.org](http://wpaflys.org)) are to accomplish rejuvenation with a two-member committee who are to present nominees who are willing to stand for election at the next Annual General Meeting.

A problem is that the nominees are to be reported to the Board 10 days before the last meeting before the Annual meeting. This happens to fall on Dec. 29; really bad timing, eh? We are trying to change this, so if the wheels turn sooner and you get a call to serve on one of the open positions, please consider being open to volunteering. There will be lots of mentoring help available.

I'll give a fun example of where you might help: Legislative Affairs:

This position has not been filled for several years. Past President John Dobson (whom we owe thanks to for the Management System) has stood in, but his Job One is the Aviation Alliance.

**YOU can make a difference. To make this point re: Legislative Affairs, the following is a republication from 2017:**

## Airports Report

By Tom Jensen, Airport Affairs

Airports are near and dear to my heart. WPA Advocacy (one of the "Four Pillars") for General Aviation is MY main reason for belonging.

It was WPA advocacy and hard work with WSDOT and various recreational and



Photo courtesy Marian Jensen

## Bill signing for RCW 36.70.547, protecting airports

SAR groups to get Ranger Creek reopened in 1992. WPA and advocates from pilot organizations in Idaho helped WSDOT to establish Rogersberg as a state airport in 1996.

Our first shared legislative success was on RCW 36.70.547, requiring counties and cities, through plans and regulations, to discourage siting of incompatible uses adjacent to public use airports. This was signed by Governor Lowry in 1997 and there are 4 WPA members and our lobbyist in the photo along with Aviation Division Director Brubaker.

Another, shared legislative success was RCW 47.68.380, which in 2008 granted liability immunity to aviation search personnel who are registered with the Aviation Division. I refer to that as "Good Sam" legislation. (Take that, ambulance chasers!)

In 2012, again working with WSDOT, the RAF and others, RCW 4.24.210 was passed, specifically adding "aviation uses" to the state's Recreational Use statute. This gives land owners and agencies liability immunity when their lands are used for fishing, or flying, when no charge is made for the use. The signing by Governor Gregoire was witnessed by Director Tris Atkins and RAF



Photo courtesy Marian Jensen

## Bill signing for RCW4.24.210 protecting airport owners

state Liaison Bob Kay. (You should have seen the official photog's face light up when I put on my RAF hat at the last second..)

I mentioned "lobbyist" in a paragraph above. The WPA paid him a paltry amount (as a pilot, he felt sorry for us) for his expertise on city planning documents and the workings of the legislature. I think this was the first use of the WPA Political Action Committee. At our last WPA Board meeting, the By-Laws drafted by two of our Government Affairs Directors were read

into the minutes. They have been posted online at [WPAFLYS.org](http://WPAFLYS.org) behind the Blue "Political Action Committee" button on the Home page, for your review. They are scheduled for updates at the next board meeting. Please consider them and pass your comments to your chapter President or other board member.

Numbers count when we speak with legislators, so please remember to renew for 2018 2023.

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# 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](mailto: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](mailto: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](mailto: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](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](mailto: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](mailto: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](http://www.facebook.com/groups/PFCWPA) or send e-mail to [paine-president@wpaflys.org](mailto: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](mailto: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](http://WPASpokane.org). For more information contact chapter President C.J Amestoy, 509-599-5229, [N40825@gmail.com](mailto: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](mailto: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](mailto: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 [klausmarx@juno.com](mailto:klausmarx@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](mailto:gcklingele@nwi.net).



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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.

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