WASHINGTON PILOTS ASSOCIATION
WPA
GREEN RIVER CHAPTER

August 2016

NEWSLETTER

THERE IS NO MEETING IN AUGUST!!

In lieu of a meeting, please join us at our next

Pancake *breakfast fly-in*

During Auburns AugustFest located at the Auburn Airport (S50) in front of the 506 Bldg.

Saturday, August 13, 2016

8:00am — 11:00am

*PROFITS GO TO THE AVIATION SCHOLARSHIP AND DEVELOPMENT FUND. WE ARE LOOKING FOR VOLUNTEERS!!! SET-UP @ 7:00am / CLEAN-UP @ 11:00am.

President's Message...

I have always been intrigued when reading articles describing Einstein's theory of space-time continuum. As many times as I've read it I still can't grasp the mechanics behind it, and how it affects my life. Maybe later when I depart this planet it will all make sense, but for now, myself, and everyone else will have to deal with the stark reality of the summer-time continuum. Everyone experiences it. Time actually slows in January, February, and March. These are the months we plan most of our summer flying events, and other activities. May 7th is when time begins to accelerate and we enter into the summer-time continuum. It seems like just last week we helped to open Ranger Creek, and here it is August already. As you know this life is not a rehearsal, so make sure you fly as much as possible, and participate in our upcoming events. There will be plenty of time to sleep this winter.

Speaking of planned events, our joint picnic with the Puget Sound Antique Airplane Club (PSAAC) was awesome! The picnic was well attended by members from PSSAC as well as our chapter members as well as President of WPA, Jim Posner. To suggest everyone had a great time is an understatement. It was fun listening to some of the conversations. There were some people who were getting caught up after circumstance sent them different directions many years ago. Others discovered after a brief introduction they had a connection to that person through a mutual friendship. As you know it's a small world in aviation. I am always impressed by the caliber of those people who share our passion. Great people, good food, and beverage, beautiful airplanes, and a sunny day, how could you not have a great time? Special thanks go out to John Smutny and Laurie Johnson for their hospitality in hosting the event!

In recognition of the effects of the summer-time continuum our chapter board recognizes how busy everyone is trying to cram six months of activities into three. In addition we have many members who are out of town involved in their summer travels. With the intent of simplifying our lives and giving everyone an excuse to go flying we have decided to postpone our next general meeting until October, and instead host another pancake breakfast **August 13th** at the Auburn Airport. I continue to have people share with me comments from our last pancake breakfast such as, "I can't believe how good those pancakes were, and you know you can't get those at IHOP or Denny's!" Another comment, "it took me longer than normal to eat the pancakes, because after my first bite, my taste buds were doing the wave!" So right now as you read this, mark your calendar for **August 13th ,** call all your friends and let them know that for a limited time only they can have the Auburn Pancake breakfast experience as well.

Don't put your calendar away yet. There are a few more dates to add. Do you realize in 152 days Santa will be coming to town. That's right only 152 days. So right now mark on your calendar **December 8th**. That evening, we will gather together again at Odd Fellows in Auburn for our annual bodacious Christmas party. This is always a favorite event for everyone. In addition to dressing up enjoying each other's company and partying like its 1999, we will be auctioning off donated items with the proceeds directed to our scholarship program. Now is the time to start thinking about some items you may have around that would be of interest to someone. Just think you won't have to store it any longer, move it here, move it there, and let it go. You will feel like you just shed 10lbs. Other possibilities could be solicitations from local business that would benefit from the exposure as well as a tax break. It's a win-win for everyone!

There is one more item that you need to mark on your calendar. The annual AOPA convention will take place **August 19th and 20th**. Usually this event is held in a state far, far away making it difficult for many of us to attend. This is your chance to experience the mother of all AOPA events. I have not yet attended one, however my friends who have said it was an enjoyable experience and very informative. There are several members of Green River Chapter who are in the know have volunteered to help facilitate this event. You too can be part of the in-crowd, just google AOPA Bremerton, review all the events, and follow the links to get signed up.

As many of you know the much anticipated Pilots Bill of Rights 2 was signed into law the 15th of July. Included in this Bill was elimination of the 3rd class medical. This is a very big deal. This will open up opportunities for many pilots who have been sitting on the sidelines because of the onerous requirements of the FAA. Passage of this Bill is the result of the hard work of many dedicated members of AOPA, as well as the EAA. This is the quintessential example of what is possible when we focus the collective voice of many towards a particular cause. AOPA and the EAA work at the National level to mitigate threats from government, as WPA mitigates threats at the State level. The dark cloud of user fees continues to loom overhead. This is an issue that demands that we remain vigilante. These fees were the straw that broke the camel's back for General Aviation in Europe. Renewal time is coming up soon, so make sure you renew your WPA Membership, and convince a friend to do likewise. Lets put an end to the war on General Aviation!

Be well, and fly maxima,
Dave

John Smutny's

Treasurer's Report

*May 25, 2016 **

***There is no update to this report this month. Our financial position continues to be healthy. Look for an update in the next Newsletter publication.

	3/1/2016	*5/25/2016*
Savings Account Balance	2,012.97	2,013.17
Checking Account - Operating funds	13,624.16	13,877.24
Checking Account - Aviation Scholarship and Development Fund	3,529.06	3,971.14
Due from State WPA for Dues paid by credit card	348.00	12.00
Due to State WPA for Dues paid to Chapter	-711.00	-112.00
Due to State WPA for PAC paid to Chapter	-10.00	0.00
Due to State WPA for GA News paid to Chapter	-175.00	0.00
Due to Youth Aviation Scholarship Fund	-4,917.00	-4,917.00
Total	**$13,076.16**	**$13,777.24**
Youth Aviation Scholarship Fund, held by State WPA for distribution by the Green River Chapter	**$ 5,182.00**	**$ 5,182.00**

Note: We plan to add this type of information to each newsletter instead of reporting it at each meeting. Questions or comments should be directed to the Treasurer wpagrc@gmail.com

RENEW YOUR MEMBERSHIP

IF YOU HAVEN'T RENEWED YOUR MEMBERSHIP, PLEASE DO SO TODAY! COST IS $40.

LET'S GIVE OLYMPIA A VOICE!

AOPA FLY-IN

BREMERTON NATIONAL AIRPORT (KPWT)

AUG 19-20 BREMERTON, WA

http://www.aopa.org/Community-and-Events/AOPA-Fly-In/2016/Bremerton-Fly-In

Help Make It Happen

VOLUNTEER

If you would like to volunteer, please register on the AOPA website listed above.

The 2016 AOPA Fly-In will be at Bremerton National Airport this year. Please join your fellow Chapter members in the work party and fun! Our Chapter has blocked out 10 rooms for Friday and Saturday night, August 19th and 20th at:

Comfort Inn On the Bay
1121 Bay Street
Port Orchard, WA 98366
(360) 895-2666
(360) 895-8088
GM.WA167@choicehotels.com

Group Rates
Room Type
NK - 1 King Bed,
Non-Smoking
$98.99

Group Name: GREEN RIVER CHAPTER
Arrival Date: Friday, August 19, 2016
Departure Date: Sunday, August 21, 2016
Fixed Cut Off Date: Thursday, June 30, 2016, try anyway!

Thank you and I hope to see many of you there!

Shane Mahoney
GRC—WPA Board Member
425-269-8740

2016 CALENDAR OF CHAPTER EVENTS

January 13 ~ BOD Meeting at Mahoney's Home

February 12 at 6pm ~ Annual General Meeting at Mike & Linda Latta's Hangar

March 7 at 7pm ~ BOD Meeting at Latta's Home

April 8 at 6pm ~ General Meeting at the American Legion in Kent located at 25406 97th Place South (253) 859-9905

April 9-10 ~ Fly-out/over-night to La Conner ~ Tulip Festival and Heritage Flight Museum Tour

May 14 from 8am to 11am ~ Spring Pancake Breakfast & Airplane Wash w/Green Tails

May 7 ~ Ranger Creek Clean-up

May 25 at 7pm ~ BOD Meeting at Dave Lawrence's Home

June 5 Potluck Picnic with PSAAC 11am to 5pm ~ John Smutny & Laurie Johnson's Hangar, Evergreen Sky Ranch (See front page for more info)

July 12 at 7pm ~ BOD Meeting at Dave Lawrence Home

NO AUGUST MEETING

August 13 from 8am to 11am ~ Auburn AugustFest Pancake Breakfast

August 19-20 ~ AOPA Fly-In ~ Bremerton, WA

October 14 at 6pm ~ General Meeting at the American Legion in Kent located at 25406 97th Place South (253) 859-9905

December 8 ~ Christmas Party and Auction in the Rainier Room at the Truitt Building in Auburn (Migas is looking for volunteers)

Go to http://www.wpaflys.org for State sponsored and other special events.

JUNE PICNIC

By: John Tomlinson, Pres. of PSAAC

I want to thank the WPA Green River Chapter for holding their picnic jointly with the Puget Sound Antique Airplane Club (PSAAC). It was a fun and successful event that offered members from both organizations the opportunity to meet new people and make new friends. We had a great turnout. The weather was good and lots of folks flew in. I didn't count the airplanes myself but heard someone say that more than 20 aircraft were parked in the freshly cut grass at Evergreen Sky Ranch.

I expected that the majority of attendees from the WPA would also have been members of PSAAC as there is considerable overlap between the two, but was surprised by how many were not. Although we don't have precise numbers, we believe that roughly one third of the picnickers were WPA only members. I hope they enjoyed meeting PSAAC folks and getting the chance to see the vintage and antique airplanes that were on hand. I know I personally had a great time talking to people and making new acquaintances.

Combining our picnics provided other benefits beyond the mutual camaraderie. Every year we struggle with dates to hold the picnic given how quickly the flying season calendar fills up. This is only made worse when our two associations hold picnics on separate dates. Additionally, much of the behind the scenes work to prepare for and host the picnics often falls on some of the same people. Doing this work once is better than twice!

And lastly, I want to personally thank John Smutny and Laurie Johnson for opening up their hangar for this year's picnic. You get lots of help from other homeowners if you hold a party at Evergreen, but it is still a ton of work for the hosts. John and Laurie did a great job and were a big reason the picnic was such a success!

CURTIS SCOTT

And His Amazing Aviation Career, et al., etc...

I was born in 1945 and raised in Oregon, grew up in the Willamette Valley south of Portland and attended the University of Oregon following high school graduation in 1963. I learned to fly starting in 1966 in the AF ROTC Flight Indoctrination Program (FIP) at Springfield, near Eugene Oregon (that airport is a strip mall now). Following Graduation in 1967 from University of Oregon and Commissioning in USAF through the US AFROTC program, I attended USAF Undergraduate Pilot Training (UPT) at Randolph AFB, San Antonio TX, graduated October 1968 and went to Pope AFB NC to fly the then relatively new USAF Lockheed Martin Hercules C-130E for world-wide Tactical Airlift missions. After 3 years flying mostly in the US and Europe, with occasional trips to the Middle East, the Southeast Asia, the Caribbean and Central America, I switched to Special Operations, trained in the MC-130E Combat Talon aircraft and went to Nha Trang Vietnam to join the Vietnam War in June of 1971. I had a good tour there, did a lot of fun stuff, (A LOT OF FUN STUFF) flew lots, know that I had the safest flying job in the war and after completing that tour in 1972, due to an excessive number of USAF 130 pilots, I had to leave the C-130 world and do something else for a bit. I was able to work a deal and get another great job at Holloman AFB NM (north of El Paso TX) as an Air Traffic Controller, attended ATC School at Keesler AFB, Biloxi MS in the fall of 1972, and learned to fly the ancient T-29D (Convair 440), and two years later, when the Air Force put my T-29 in the Boneyard at Tucson AZ, I moved to the AT-38 as part of the USAF 435th Fighter-Lead In Squadron - what fun!. In ATC, I moved up the food chain quickly as all the officers in my section left, and I became the Air Base Chief of ATC Operations (CATCO), and I had very good success with ATC. I got to know every pilot on the base and could call all of them by their first name (Sir) and one my two ATC Facilities - the Holloman RAPCON (Radar Approach Control) - won the Air Traffic Controller Association (ATCA) "US ATC mid-sized Terminal ATC Facility of the Year award" - in 1974.

C130 from my base - Pope AFB - the PB on the tail indicates that is a Pope-Based C130E

Because no good deed goes unpunished, in 1975, my superiors decided that I should go to Mt Home AFB, near Boise ID, as CATCO for Mt Home AFB, to solve a problem there, and got to fly nothing (Bummer - but I did get an important promotion - C'est la vie). Fortunately, I was able to solve the problem successfully, restored effective functioning rapidly, and everyone was happy. And I got to go back to full time flying again at Randolph AFB as part of the USAF Instrument Pilot Instructor School (IPIS) which closed promptly after my arrival.

IPIS closure created another great opportunity and I shifted to Pilot Instructor Training (PIT) and became a T-38 Instructor Pilot (IP), and moved to Williams AFB, near Phoenix AZ. Where I had another great job! I had several years flying with great students, having great fun, and flying the astounding, amazing T-38, What fun! After a little less than 3 years, I went back to PIT at Randolph AFB, this time as a PIT instructor (teaching guys how to teach guys how to fly - what fun!).

My specialty at PIT was flying with foreign students (because I would fly with ANYONE) who were coming from other countries to go through USAF Instructor Pilot Training. Countries elsewhere sent pilots to our training because USAF Instructor Training was top notch. We taught pilots how to teach pilots to fly aggressively and safely. From there, I moved up to Wing Chief of Safety for a brief spell, to fill a gap when the former Chief of Safety moved on.

This is the exact C130 I flew when I was stationed at Rhein Main AB in Germany and this was our Unit Patch.

My time as Base Safety Chief was short but incredibly eventful and really fun, but I was itching to move overseas, so took an assignment to Ankara Turkey in order to get a follow-on Assignment back to C-130s at Frankfurt Germany. The Turkey assignment was one of the best in my career, and although I did not get to fly, I learned a tremendous amount about how the US works with other nations - an eye-popping amount. What fun!!

My follow-on assignment to Special Mission C-130s at Rhein Main Air Base near Frankfurt was another great job, with tons of fun. We flew all over Europe, and spent a lot of time going to and from Berlin performing a mission that started in 1946 and continued until the Soviet Union collapsed in 1989 and the Berlin Wall came down that November - what a day!.

Curtis Scott Continued…

Since then, I have worked in Marketing and Sales for two Computer companies first in Virginia and then here in Washington. I learned how Computers work (a scary business) and while at the first company, completed an MBA program to understand how business works (even scarier). I also began teaching civilians a whole lot of things. I started by teaching Competitive Intelligence both to my employer at the time, and to other companies and entities. At the same time, I volunteered to teach teens Aviation topics, and I still flew, but not as a job, just for fun. I moved to Washington in 1997, got my second computer company job, and was the sales rep for my company selling police and fire department records keeping and records management software, and then in 2000, switched to focusing on just teaching. I created a high school aviation program at two local high schools full time and moved from there to teaching Aviation at Green River College, starting in 2005 and retired from that teaching job in June of 2015. I still fly, I have my second airplane, a Cardinal 177B - beautiful and a wonder to fly! What fun!

And, did I mention Wrestling? I wrestled competitively from 1959 to 1984, tried out for the 1964, 1972, 1976, 1980 and 1984 Olympic Teams, was an All American 15 times, was an All-Air Force wrestler 17 years, was a US Military Wrestling Champion six times, was on three US International Military Wrestling Teams, and won a silver medal in the International Military Wrestling Championships (CISM Games) in Tehran, Iran in 1978. I had a good shot at making the US Olympic Team in 1972 - but was injured in the final selection, and came extremely close to making the team in 1976 losing 14 to 13 to the guy who did compete for the US and who finished 8th overall. I was super ready for 1980 when President Carter pulled the US out of the 1980 Games- I will never forgive President Carter for that decision, because by the time 1984 came around, I was too old and did not have a real chance. My time had passed. And, I coached a lot - the US Air Force team from 1972 to 1980, again in 1984 and again in 1990, and I coached high school wrestling teams in Turkey in 1981 and 1982, then 1986 through to 1989. Then I coached high school teams in Washington in 2001 to 2006 - What fun!

Flying and Wrestling go hand in hand - you must prepare well, be completely aware of what may happen, be ready for anything, keep your wits about you, and no matter what, never quit, never give up and always prepare, prepare, prepare!

In flying, I have flown big airplanes, fast airplanes, little airplanes, old airplanes and new airplanes - every airplane was great, every airplane taught me a lot about flying and every airplane had a lot to offer and a lot to be careful of. That is about as good as life can get! I've had a ton of fun, very few scares and many, many, many stellar moments up there in the sky!

In wrestling, I've had a lot of wins, some very memorable, and a few losses, also some very memorable - I had my chance to try for the Olympics, and gave a good effort.

I saw a lot, traveled a lot, did a lot of other fun stuff too, and I'm still here and still having great fun - with my wife, my kids (7), my grand-kids (7), and my Cardinal!

My Motto is - Life's a bowl of Cherries, spit out the pits, keep the rest and enjoy EVERYTHING! Curt 😀

MC 130E Special Ops
Has a funny looking nose the "whiskers"
are for making fly by pick-up of things on the ground using a tethered balloon - very fun stuff!

Curt Scott Continued...

More on the incredible T-38 - Talon - Supersonic Jet Trainer

I instructed in the Advanced Jet Phase of USAF Pilot Training - the Basic was in T37 which I flew as a student pilot, and then students went from the T37 which was side by side seating and flew at around 200 knots and generally flew below FL180, to the T38 which flew about 450 knots (0.9 Mach) and flew all the way up to above 50,000 (we could, but not routinely) mostly we flew between FL 180 and about 40,000 feet (FL 390 or FL 410) and we flew a lot of formation.

VFR flying teaches people how to fly but does not require knowing a tremendous amount to fly - flying safely after that depends on the pilot knowing what to do and what not to - and flying within the pilot's abilities - this is the level at which most General Aviation Pilots operate.

Instrument flight teaches how to fly with much greater discipline relatively to heading, airspeed and altitude control - this is the level at which most Commercial and Air Transport Pilots operate.

Add in Formation Flying which teaches pilots how to fly smoothly and how to plan ahead, coordinate flight activity with another pilot in another airplane and how to fly with even greater discipline and that is the level at which most Military Pilots operate.

Each kind of flying builds pilot skills, flying the T-38 raised pilot skills so an Air Force Pilot Training Graduate could essentially go into any aircraft in the Air Force inventory and do a decent job flying.

The T-38 flew very fast, our normal speed below 10.000 was 280 knots (300 mph) and above 10,000 was usually about 400 to 450 knots. Routinely, we would go supersonic with students. We called those flights "Boom Rides" because of the sonic boom that occurs when you exceed the speed of sound. The reason we did routine supersonic flights was, in the attempts to break the sound barrier in the 1940s, many very good test pilots died when the aircraft those tests pilots were flying broke up at high speeds. Aeronautical engineers learned a lot "the hard way" trying to understand how airflow aerodynamics changed at speeds approaching and beyond the speed of sound. Northrup Engineers designed the T38 to demonstrate to all new USAF pilots that exceeding the speed of sound was safe. There were tremendous myths about breaking the sound barrier until the T38 made doing so "Ops Normal" in a routine training environment. (If a student could break the sound "barrier" anyone could!)

A truly great airplane - NASA still used the T-38 for Chase Planes for all the shuttle launches, for a host of testing, and for getting astronauts from one NASA base to another.

T-29 - FLYING CLASSROOM

The USAF used the T29 for Navigation Training and for Base Administration support. The interior view is what our T29 looked like - we could fly about 30 passengers and often did fill the plane.

A lot of commuter airlines all over the world also flew the T29 as the Convair 240 or 340 or 440 depending on what engines were on each model - ours was a C440 equivalent.

Fun plane to fly, but when I flew, it was very old and we had many, many, many inflight emergencies. As a matter of fact, we had so many that having an inflight emergency became kind of ho hum, what the heck - we learned to not get excited as long as at least one engine was turning —we were good to go!!

THIS IS OUR NEW CHAPTER LOGO, PRETTY COOL HUH? WHY NOT ORDER A NEW SHIRT OR JACKET? IT'S EASY, PRINT OUT THE ORDER FORM AND EITHER MAIL A CHECK TO TREASURER JOHN SMUTNY AT THE ADDRESS ON THE ORDER FORM OR SEE JOHN AT THE NEXT MEETING.

The LEGACY jacket:

* 100% polyester shell
* 100% polyester mesh upper-body linning, front & sleeve lining
* Stowaway hood in cadet collar
* Interior chest pocker
* Front and back vents for breathability
* Front zippered pockets
* Adjustable elastic cuffs with hook and loop closures

COLOR: STONE/NAVY

COLORS: Steel Grey /Stone / Light Stone

Men's *Port Authority* - Long or Short Sleeve comfortable wash and wear shirt. Wrinkle resistance makes this shirt a cut above the competition.

* Long or Short Sleeve
* 4.5 - ounce 5545 cotton/poly
* Patch pocket

Men's T-shirt -* Heavyweight 6.1 ounce Soft Spun Cotton

Color Options:

* Medium Grey
* White

Ladies Port Authority Jacket :
Soft shell polyester microfleece interior keeps you comfortable.

* 100% Polyester woven shell bonded to a water-resistant film insert
* 100% polyester microfleece lining.
* Front zippered pockets
* 1000MM fabric waterproof rating
* 1000G/M2 fabric breatability rating

COLORS: **Marshmallow/Battleship grey**
Battleship grey/Charge green

Ladies ***PORT AUTHORITY*** Henley:
With a fit designed to be comfortable all day long, our incredibly soft v-neck heley has 3/4 sleeves with wide cuff details to give it a modern look.
* 5.6-ounce, 58/38/4 cotton/modal/spandex
* Gently contoured silhouette
* Self-fabric neck taping
* 3-button placket with dyed-to-match buttons
* Double-needle hem
COLORS: White or Grey Smoke

Ladies ***Port Authority*** Vest:
Keep your core warm and protected from the elements in this versatile vest that's easy on the budget.

* 100% polyester woven shell bonded to a water-resistant film
* 100% polyester microfleece lining
* 1000MM fabric waterproof rating
* 1000G/M2 fabric breathability rating
* Gently contoured silhouette
* Reverse coil zippers
* Front zippered pockets

COLORS: Marshmallow or Battleship Grey

Ladies SPORT-TEK PossiCharge RacerMesh Polo:
Thanks to our ultra-fine flat back RacerMesh, this polo has unparalleled breathability for superior coolnig.
* 3.8-ounce, 100% polyester flat back mesh with PosiCharge technology.
* Gently contoured silhouette
* Tag-free label
* Self-fabric collar
* Open placket
* Set-in, open hem sleeves.
COLORS: Silver or White

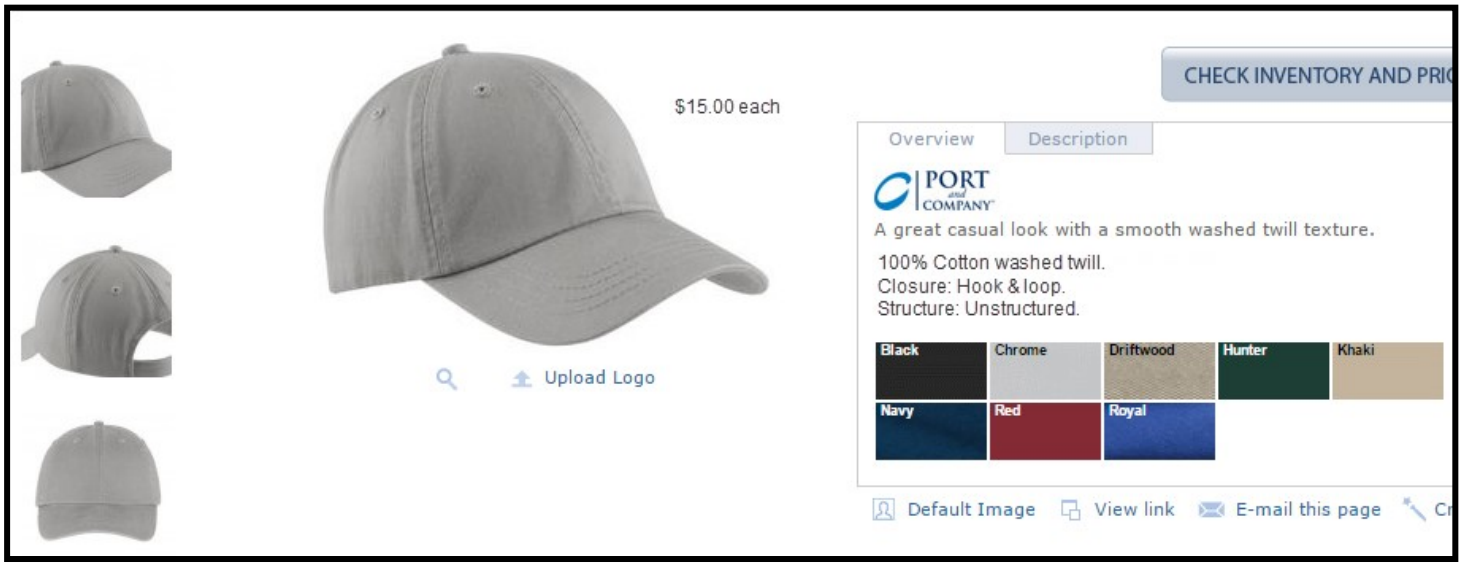
PORT & COMPANY Ladies demim button up shirt.
* 6.5 - ounce 100% cotton
* Traditional, relaxed look

Color: Faded Blue

NEW!!!

WPA-GRC HATS AND TOTES

ARE AVAILABLE WITH NEW LOGO!!!



ORDER FORM

WPA EMBROIDERED APPAREL

Item#	Description	Qty	Size	Color	cost of each item	Ext. total
CP78	CAP - Port & Company A great casual look with a smooth washed twill look.				$ 15.00	
BG406	TOTE BAG- Polyester Canvas 14"H x 14"W x 5.5"D, Self Fabric handles				$ 15.50	
J764	Men's Jacket Port Authority Legacy (Sizes: Small, M, L, XL)			Stone	$ 48.00	
J764	Men's Jacket Port Authority Legacy (Sizes: 2XL, 3XL,4XL)			Stone	$ 50.00	
PC61	Men's T-shirt Port & Company Essential (Sizes: Small, M, L, XL)			Grey White	$ 14.00	
PC61	Men's T-shirt Port & Company Essential (Sizes: 2XL, 3XL,4XL)			Grey White	$ 15.00	
S508	Men's Port Authority Short Sleeve button up shirt (Sizes: Small, M, L, XL)			Grey Stone Lt. Stone	$ 27.00	
S508	Men's Port Authority Short Sleeve button up shirt (Sizes: 2XL, 3XL,4XL)			Grey Stone Lt. Stone	$ 29.00	
S608	Men's Port Authority Long Sleeve button up shirt (Sizes: Small, M, L, XL)			Grey Stone Lt. Stone	$ 27.00	
S608	Men's Port Authority Long Sleeve button up shirt (Sizes: 2XL, 3XL,4XL)			Grey Stone Lt. Stone	$ 29.00	
LSP10	Ladies Port & Company Denim Long Sleeve shirt (Sizes: S, M, L, XL)			Faded Denim	$ 25.00	
LSP10	Ladies Port & Company Denim Long Sleeve shirt (Sizes: 1X,2X,3X, 4X)			Faded Denim	$ 27.00	
L318	Ladies Jacket Port Authority Color block Soft Shell (Sizes: Small, M, L, XL)			Grey Marshmallow	$ 50.00	
L318	Ladies Jacket Port Authority Color block Soft Shell (Sizes: 2X, 3X,4X)			Grey Marshmallow	$ 52.00	
L325	Ladies Vest Port Authority Soft Shell (Sizes: Small, M, L, XL)			Grey Marshmallow	$ 40.00	
L325	Ladies Vest Port Authority Soft Shell (Sizes: 2X, 3X,4X)			Grey Marshmallow	$ 42.00	
LM1007	Ladies Henley Port Authority 3/4 Sleeve Scoop neck (Sizes: Small, M, L, XL)			Grey White	$ 24.00	
LM1007	Ladies Henley Port Authority 3/4 Sleeve Scoop neck (Sizes: 2X, 3X,4X)			Grey White	$ 26.00	
LST640	Ladies Polo Sport-Tek PosiCharge Racer Mesh (Sizes: Small, M, L, XL)			Silver White	$ 19.00	
LST640	Ladies Polo Sport-Tek PosiCharge Racer Mesh (Sizes: 2X, 3X,4X)			Silver White	$ 21.00	
					Sub-total	

Name

e-mail

BOARD OF DIRECTOR'S MEETING MINUTES
May 25, 2016
Home of Dave and Brenda Lawrence – Auburn, Washington

CALL TO ORDER:

The Board of Directors meeting was called to order at 7:10 pm by President Dave Lawrence.

MEMBERS:

Dave Lawrence - President
Shane Mahoney - Past President
Dick Migas – Vice President
John Smutny – Treasurer
Mike Latta - Director
Michael Sealfon – Director (absent)
Linda Latta - Secretary
Curt Scott - Director (absent)
Coleman Boettger Director (absent)
Robyn Mahoney – Newsletter Coordinator (absent)

APPROVAL OF MINUTES

Minutes from the March 7 Board Meeting were read and approved. There is one correction for the minutes of March 7, and that is the AOPA Barnstormer party mentioned in is on Friday night August 19, not Saturday night as previously stated.

TREASURER'S REPORT – John Smutny

Chapter account balances are published in the Newsletter after each Board Meeting and will contain the official numbers. To recap April meeting, we had 41 attendees. After paying for expenses of the meeting, we had a positive balance of $185. One new member joined. The Pancake Breakfast also made a profit of $442.08. Corrected figures for some previous financial reports were discussed and information provided to Robyn for publication with the Newsletter. In total we have a $13,076.15 in net worth. Signatures were obtained for paperwork required to place Dave Lawrence on the all banking accounts as new President. Full Treasurer's report will be in the next newsletter.

OLD BUSINESS:

Auburn Airport Advisory Board: Dave Lawrence attended the last Auburn Advisory Board meeting which was held on May 11. Discussion at the meeting included the possibility of new hangar construction, possibility of bringing jet fuel to the airport, and a review and discussion of a new logo for the airport. Additionally helicopter operations were discussed, including announcement that Classic Helicopters is moving onto the field and that they plan to do training at the Auburn airport. It was noted that SpanaFlight is moving into a building near the fuel pumps and will be starting a flight training program there. The Board discussed some of their concerns about the integration of helicopter and fixed wing operations at the airport. Some members felt there was a need for additional clarification regarding helicopter procedures at the airport. Dave reported that he received information from Mark Babcock that pattern altitudes for helicopters had been set at 800 feet and fixed wing pattern altitude at 1000 feet. Additionally, there was discussion about the need to ask the airport for consideration of meeting space needs for WPA and other aviation groups such as Quiet Birdmen, EAA, and Puget Sound Antique Aircraft, in their planning of new facilities at the airport. Ideally a meeting room that accommodates up to 100 people would be of interest to these organizations.

Action Item: Dave Lawrence will contact Mark Babcock to find out the date of the next Airport Advisory Board Meeting and will arrange for someone from the Green River WPA to attend the meeting.

Scholarship Awards: As a follow up to last board meeting's approval of three $1000 scholarship awards to the candidate of each school's choice, the Board approved $1000 each for three scholarships, with checks to be sent to Aviation High School, Green River Aviation Program, and Clover Park Aviation Program (pending their willingness to use the same process to identify a candidate as done by Green River Aviation Program).

Action Item: John Smutny will contact each organization and send the checks. Schools will be asked to provide the name of the recipients to John. John will also draft an article for the next edition of the state WPA Wings publication scheduled for July.

Green Tail Integration: Nothing new to report. Green Tails will not participate in next pancake breakfast or provide airplane wash as they are away for summer break.

Logo Wear: Logo Wear has been popular and Laurie Johnson continues to get orders for items. Any item can have the logo placed on it. Caps can be ordered if desired, as well as tote bags. Contact Laurie if interested in ordering a new item.

AOPA Regional Fly-In, Bremerton: Shane reserved a block of 10 rooms at Comfort Inn in Port Orchard for Friday August 19th and Saturday August 20th. Board members who wish to make a reservation may call 360-895-2666. Reservation is under name of "Green River Chapter". APOA needs volunteers to help with set-up on Thursday the 18th and Friday the 19th with take down help on Sunday. Saturday is the event with a large amount of airplanes and pilots in attendance. Volunteers must register on the APOA website to volunteer and sign up for the Barnstormer Party on Friday night.

NEW BUSINESS:

Newsletter publication: Next newsletter will be ready for publication tomorrow. Shane shared a list of needs from Robyn for finalization of newsletter. Previous minutes have been approved and provided to Robyn and are ready for publication. Additional financial information needed was provided by John Smutny.

State WPA Board Meeting: The meeting was held in Chelan on March 19 and 20. Dave Lawrence attended. Nothing new to report from meeting.

Next General Meeting Planning: There was discussion as to whether to have both a General Meeting and Pancake Breakfast in August. The board made the decision to schedule the pancake breakfast only on August 13 for Auburn Days in lieu of a meeting the night before.

WPA Christmas Party: The board agreed to schedule the event for a weeknight at the same location as last year - Oddfellows in Auburn. Dick Migas will go on May 26 to talk to facility and make a reservation. Board would like to get the same rate as last year. A discount was given based on our non-profit status. (Following the board meeting, there was clarification to try for Dec 8, Thursday night to get the best rate). The Board was reminded to begin collecting donations for auction and setting aside items they would like to donate for the auction.

PSAAC and WPA Picnic Planning: Joint picnic is planned for June 5 at Evergreen Sky Ranch, John Smutny's hangar. The list of needs for beverages and food was reviewed and various board members will assist in making needed arrangements. Phone tree calls will be made prior to June 1 to get a confirmed list of attendees. Meat is being provided. Attendees will be reminded to bring a side dish or dessert. Wine and beer will be provided.

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Phone Tree: Calls need to be made by May 30. Dave, Leo and Dick were assigned calls. John provided new lists of members of both organizations. Do not call names in red or those with blue (PSAAC members).

Assignments: Dave 1-22 and 68 to end of list
Dick 23-45
Leo 46-67

NEXT MEETING:

Next General Meeting
Date: October 14, 2016
Program: To be planned by Dick Migas
Meeting Location: American Legion Hall in Kent.

ADJOURNEMENT:

The meeting adjourned at 8:50 pm by President Dave Lawrence.

Respectfully Submitted by;

Linda Latta
Secretary

Washington Pilots Association

MISSION STATEMENT:

To Advance the Interests of General Aviation in Washington State through Advocacy, Outreach, Education, and Social Activities.

Dick Migas, Vice President

John Smutny, Treasurer

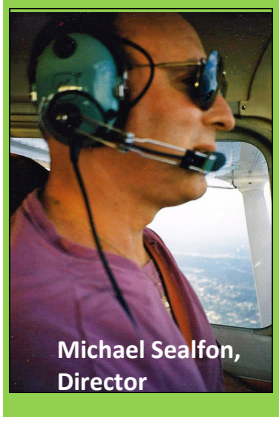
Linda Latta, Secretary

Shane Mahoney, Past President

2016 Green River Chapter Board of Directors

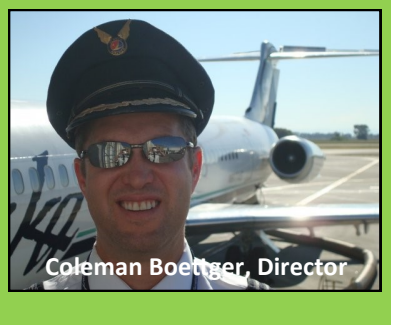
Dave Lawrence, President

Robyn Mahoney, Newsletter Editor


Michael Sealfon, Director

Curt Scott, Director

Mike Latta, Director


Coleman Boettger, Director