Washington Pilots Association

Wings

Serving Washington Pilots Since 1960

February/March 2010

INSIDE THIS ISSUE:

RAF & Backcountry Flying 2
Tributes to Kurt Mason 2
Vista Field Petition 3
WPA Chapters 4
Back in the Aviation Neighborhood 4
Airport Improvement Projects 5
An Islander to the Islands 6
Aviation Conference & Trade Show 7
Calendar of Events 8

President's Message

Friends … and true colors …

John Dobson, WPA President

At the time of this writing I just returned from Olympia. I was giving testimony in favor of Senate Bill 6603. This specific piece of legislation is regarding land use adjacent to general aviation airports. For those legal geeks out there it is an attempt to update RCW 36.70.547. Basically, the original law came into effect in 1996 asking, "Every county, city and town . . . to ***discourage*** the siting of incompatible uses adjacent to . . . airports". The proposed legislation changes the key word to ***prohibit.***

During testimony the senators heard from a number of individuals and organizations. Specifically, those in favor of 6603 were WSDOT – Aviation Division, WAMA – Washington Airport Management Association, WPPA – Washington Public Ports Association, AOPA and others. Those opposed were the Council of Cities and the developer wanting to encroach on my airport in Shelton. I can't remember his exact words but he was not complimentary to WSDOT. And that may have backfired on him according to secondhand information attributed to some of the Senators taking testimony.

There is a second piece of legislation in my sights. A Joint Legislative Audit and Review (JLARC) study that recommends all General Aviation Aircraft be charged a 1% excise tax. There is no attempt to evaluate the benefits derived by the state from aviation. The analysis also excludes the "other" taxes we pay into the general fund. And of course we are all so rich we can afford it. To get your heart rate up go to http://www.leg.wa.gov/JLARC/Pages/default.aspx (Look for the 2009 Tax Preferences and go to page 126). Similar legislation was attempted and defeated in 1982. Then as now there was a major economic downturn. The difference is that this recession appears to be deeper at the state level.

With luck and hard work all of this will be history by the time you read this . . . But I did want to spend a moment or two talking about some of the people I met along the way . . . specifically the Senate Sponsors of 6603. I think we are all aware of Senator Mary Margaret Haugen, **(D)** 10th District, Island County. She has been and remains one of aviations staunchest supporters. I was very pleased to see Senator Chris Marr, **(D)** 6th District, Spokane Area. His no nonsense questions to the developers and city planners made it very clear that he is well versed in the problem.

I also want everyone to know the names of the other Senators who sponsored SB 6603.

Dan Swecker **(R)**	20th Dist Chehalis
Tracey Eide **(D)**	30th Dist Federal Way
Karen Kaiser **(D)**	33rd Dist Des Moines

As for the 1% excise tax I received an email from Senator Cheryl Pflug, **(R)** 5th Dist, Issaquah giving the WPA a heads up. She was asking about volunteer activities and donations of time and money on the part of GA pilots. For those of you who don't know Senator Pflug, she is a pilot and comes from a flying background. What I truly appreciate is the fact that she reached out to us before anyone else knew about this.

So, recall some of my earlier "President's Messages" in WINGS where I talked about the WPA getting politically connected. Recall my comments about engaging in debates with respect? Well just look at the colors of those stepping up to help General Aviation. It is not about red or blue. These Senators have shown their "true colors" to aviation.

PRSRT STD
U.S. POSTAGE
PAID
Permit #5
Snohomish, WA

WPA General Membership Meeting
Puyallup – NW Aviation Conference
February 20th!

Join us for lunch in the North Foyer from 11:30am to 1:00pm.
We have a great deal to talk about . . .

1. Excise Tax on Aircraft
2. Land Use Management
3. Membership Awards
4. Vista Field
5. Elections

Stop by our booth #104 and 105 . . .
and did I mention lunch is free . . . !

Minutes of WPA State Board Meeting

January 16, 2010 – Everett, Washington

President Dobson called the meeting to order at 11:15 am

Treasurers report was presented. Cash balances as of December 31, 2010 are approximately $32,400 and $2,900 for the General and PAC fund balances, respectively.

2009 Membership dues increased $2,400 in 2009 to $15,500, WINGS advertising revenue decreased about $400 to $2,900, and total expenses increased $3,200 to about $19,734.

The PAC fund collected about $14,100 in 2009. The major contributor was AOPA who donated $11,000. The balance was provided by the membership. The PAC disbursed about $11,100 to various aviation friendly campaigns during the 2009 campaign year. Thank you everyone for your support in 2009.

The PAC filings for 2009 are completed and required reports for 2010 are current.

Dave Lucke reported from the east:

Final vote on the disposition of the Kennewick airport (Vista Field) is scheduled for March 8, 2010. WPA will have a presence at the meeting.

Regarding the proposed 1% state excise tax law, there is no law yet. WPA will monitor progress in Olympia. A new law would require a 60% vote in both houses. It is not likely to pass as this would devastate General Aviation. Dave remarked that the present $65.00 charge is actually an excise tax and not a registration fee. Dave recommends that we get to really know the players, know who is on our side and get ready to react if necessary.

Mr. Lucke added to the Eastside report that the state wants to build a new Aero/Space Technical Center at Geiger Field and tear down the existing facility at Felts Field . . . A waste of State money.

Also, the Colville airport is going through the first "NEW" airport siting process in years.

John Dobson reported:

Washington Public Ports Association has published a legislative report concerning activities in the Capitol. John Dobson will forward this report to the Chapters.

(Continued on page 5)

Washington Pilots Association
PMB 397, 227 Bellevue Way NE
Bellevue, WA 98004-9721

The RAF & Backcountry Flying

By Bob Kay, WPA Green River Chapter

The Recreational Aviation Foundation (RAF) was formed in 2003 by a group of pilots from western states in response to a disturbing trend to exclude general aviation from public lands through closures of backcountry airstrips. Pilots know that opportunities for recreational flying are threatened as airstrips close and replacement opportunities become limited. As of now, pilots from 37 states have joined in the RAF's efforts to ensure that opportunities for recreational and backcountry aviation are preserved for present and future generations.

The RAF is the only nonprofit organization working across the US to benefit the backcountry flying community. It's an all-volunteer group, and no salaries are paid. Directors have set a clear goal to provide a leadership position in preserving and enhancing recreational aviation opportunities on both public and private land throughout the United States. The RAF works in a cooperative manner with public and private landowners, land managers and aviation advocacy organizations on State and National levels, so that aviation is recognized as a legitimate means of public access. A recurring message of importance to the non-aviation public is that aviation is a valid and appropriate way to access recreational opportunities on public or private land; and that access to backcountry is well served by low-impact airstrips as trailheads.

To accomplish this, the RAF provides leadership, guidance, resources and expertise; inventorying potential airstrip development on public and private lands; periodic reviews of public lands management plans, and coordinating comments on those public lands management plans – primarily developed by the US Forest Service, Bureau of Land Management, National Park Service and Bureau of Reclamation. The RAF builds partnerships with state and federal government agencies, other conservation organizations and private landowners. A 49-page comprehensive Public Land Manager's Guide to airstrip issues and an accompanying guide for the Aviation Advocate is available upon request in either hard-bound or PDF format. Contact RAF Director Chuck Jarecki at skywagon@centurytel.net.

Because it is becoming increasingly necessary to turn to private landowners for recreational opportunities, the RAF seeks willing landowners and facilitates land transactions to protect existing airstrips or sites for future airstrips. The RAF accumulates funds to purchase or lease appropriate recreational-use airstrips.

Recently the RAF surveyed all western states to examine their recreational use statutes and is now in the process of facilitating state recreational-use legislation to relieve landowners from liability throughout the United States. The RAF also invests in safety education to help ensure the future of successful recreational aviation.

Recognized by the IRS as a non-profit 501(c)(3) charitable organization, the RAF uses tax-deductible donations to preserve and improve backcountry airstrips.

RAF GOALS

RAF stated goals are to:

- **Provide more participation with governmental agencies controlling rural and backcountry airstrips to preserve and protect public access.**
- **Improve and maintain existing rural and backcountry airstrips.**
- **Acquire or lease land to construct additional general aviation airstrips.**
- **Educate the public on the benefits of rural and backcountry airstrips.**
- **Promote air safety through support of flight training seminars.**

Since The RAF and the Washington Pilots Association share some common goals, WPA members are encouraged to become contributor/members. Please consider joining with other Washington RAF/WPA members in accomplishing these goals within Washington.

There are active RAF members and chapters in 37 states and participation is growing. We have a recently formed chapter of the RAF here in the state of WA. If you are new to the RAF, or already a contributor to the RAF and would like to be affiliated with the RAF-WA chapter, contact Bob Kay, Washington Liaison to the RAF at rkay9086@msn.com.

RAF-WA would like to join forces with local WPA chapters in their voluntary support of the various state strips such as Ranger Creek, Stehekin State, Tieton State, and others. So, if you are involved in support efforts for one of these WPA chapter sponsored airports, please contact Bob Kay at rkay9086@msn.com.

For more information about the RAF, such as how they created the first new airstrip on public land in 45 years (Russian Flat, MT), log on to: www.theraf.org Click on the DONATIONS link for information on how to become a contributing member.

A contingent of RAF directors and RAF-WA volunteers will be at the Northwest Aviation Conference (**Booths 628, 629),** in Puyallup, WA Feb. 20-21. See you there!

AOPA President Craig Fuller visits with RAF President John McKenna and Secretary-Treasurer Jerry Cain during a break in a summer work session at Russian Flat, the first public airstrip created on USFS land in over 45 years.

Beanie Air Flying Club, based at Boeing Field, NE Ramp
IFR certified Cessna 152 • Approach certified, panel mount Garmin GNS 430
Dual nav/com, Garmin digital Transponder • Internet scheduling
Affiliated CFIs/CFIIs can assist with priv license, instr rating, BFR, IPC or work with your own instructor
Annual dues are $225. Aircraft is $79/hr, hobbs, wet.
For more info, call 206-229-4655 or email info@beanie-air.com
Information is also available on the club web site: http://www.beanie-air.com

Tributes to Kurt Mason

By Dick Kinnier, WPA Paine Field Chapter

Kurt Mason was my partner in N7195Q. It was the first aircraft and likely the last in which I've had an ownership interest. He was a wonderful mechanic and IA who made sure our airplane was ALWAYS safe to fly. I never took off with a single doubt. He encouraged me to assist him in our inspections, from which I learned a great deal. I admit to being clumsy with a wrench and screwdriver. He never tired of telling me " I love working with the mechanically handicapped, they are so much fun to watch." He was a marvelous teacher who never tired of trying to teach me to be of some help.

For years Kurt hosted a party to celebrate the Marine Corps birthday. I was always honored to be there as the token Navy guy who took the Marines where they needed to go. Kurt, Art Loring and Dave Steele made an impressive triumvirate of retired Marines who played key roles in the war in Vietnam. It was and is very difficult to get any of them to talk about their deeds in that bloody war and the dangers they faced. To his credit, he never gave me a hard time about being an AID employee in Saigon while he was up north getting his a—shot up.

Being a partner in a plane is the closest thing to being married that I can think of. Well, for 14 years, we had a great marriage and I acquired a great friend. My God, he'll be missed!!

Wherever you are, happy flying Kurt.

By Bill Loomis, Everett Community College

I don't have the words to capture how we feel here about Kurt's passing. Our sense of loss runs deep. He was our colleague, our friend, our role model. He was an inspiration to staff and students. Over the past several years he has helped this program as an Associate Instructor, serving both as a substitute and a contracted PT instructor. His depth in aviation is difficult to equal - his versatility contributed significantly to our ability to continue to offer the best possible learning opportunities for our students, during a time when budget and staffing challenges were upon us. He never held back in bringing new ideas to the table and many of our training aids, as well as the curriculum were the better for it.

He was a Master Instructor - his previous teaching roles at Boeing, Alaska Airlines, South Seattle Community College enabled him to serve as a mentor for many of us. His teaching style made him a favorite in the hearts of our students (and staff). He brought each subject he taught to life with the many stories of his experiences in aviation. (One student this morning commented: He told the best stories!" - that's no small compliment).

When Kurt showed up on the scene, you knew that there would be some "action". Not one to shrink from the physical side of work, he was always in the middle of things: directing, teaching, building, leading. I've worked with Kurt, off and on, for thirty years - I know the loss here in the Aviation Tech School will be felt for some time to come. We are fortunate to had him on our team, I know he will continue to be an inspiration to us. He was a good Marine, he was our friend.

SUPPORT OUR ADVERTISERS!

OUR ADVERTISERS HELP FUND WPA'S EFFORTS ON BEHALF OF GENERAL AVIATION. SHOW YOU APPRECIATE THEIR SUPPORT.

Washington Pilots Association

Executive Committee & Officers

President: John Dobson 360-898-2319
VP East: Dave Lucke 509-994-0323
VP West: Charles Hower 425-367-8755
Secretary: Marjy Leggett 509-547-4347
Treasurer: Tom Fox 206-282-2666

Directors

Airports: Tom Jensen 800-972-3597
At-Large: Dave Wheeler 425-238-7696
Communications: Colleen Turner 425-306-7391
Legislative: John Townsley 509-328-3228
Membership: John Smutny 206-399-7097
Safety & Education: Jim Faustina 425-290-9489

WPA Website:

http://www.wpaflys.org

WASHINGTON PILOTS ASSOCIATION

WPA Wings

A Publication of the
Washington Pilots Association
227 Bellevue Way NE, PMB 397
Bellevue, WA 98004
Phone: 1-800-972-3597/1-800-WPAFLYS

WPA Wings is published bi-monthly, (February, April, June, August, October and December).
Submissions are welcomed!
Please send articles via email to:
wpawings@wpaflys.org.
Send typewritten or handwritten articles to:
WPA Wings, 21308 SE 215th St.,
Maple Valley, WA 98038.

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.

Send letters to: wpawings@wpaflys.org, or via postal mail: WPA Wings, 21308 SE 215th St., Maple Valley, WA 98038. The WPA reserves the right to edit all letters and to refuse inappropriate advertising. Opinions expressed in *WPA Wings*, including those in letters to the editor and advertisements, are the opinions of the writers and do not necessarily reflect those of the WPA.

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

Be smart, and please fly safely.

Vista Field ... "ship the carcass"

By John Dobson, WPA State President

From another life my boss had a unique way of describing the importance of attending a meeting. He would say, "I don't care if you die; Have your spouse ship the carcass". **March 8th, 2010 in Kennewick is one of those meetings**.

Three years ago pilots across this state were convinced that Vista Field was doomed. The blogosphere was full of negative commentary . . . "another one bites the dust". Dozens of articles were written in WINGS. We opined about the value of "essential public facilities". And thanks to a very small but dedicated band of WPA members the political landscape in the Tri-Cities changed. No longer is the City of Kennewick calling for closure.

But it is not over. There is one more step to take . . . **THE VOTE!** The Commission for the Port of Kennewick has a legal obligation to vote, to make it official. Do they keep Vista Field open? Do they just maintain it as is? Or do they vote to seriously develop this jewel into a viable airport? Don't be fooled, there is still some dissenters who want this airport closed.

I am personally asking every pilot in this state to be in Kennewick on **March 8th at 6pm!**

Benton County PUD Auditorium
2721 West 10th Avenue
Kennewick, WA 99336

If indeed you truly can't make this meeting I have "Plan B"! Sign the enclosed petition! First, take it out to your local airport. Ask every pilot you know to sign it . . . . Mail it to me or bring it with you to Puyallup on February 20th to the NW Aviation Conference. I will personally collect and then deliver the message loud and clear to the Port Commissioners in Kennewick.

We are so close to changing history . . . please don't sit on the sidelines this time . . . Thank You!

Keep Vista Field Open!

THE VOTE! The Commission for the Port of Kennewick has a legal obligation to vote to make it official. Do they keep Vista Field open? Do they just maintain it as is? Or do they vote to seriously develop this jewel into a viable airport?

Name	Address	City	State	Zip	Signature

Your signature on this document is demonstrating your support for the commission to develop Vista Field

Washington Pilots Association — Promoting General Aviation Since 1960

Return signed petitions to: WPA PO Box 374, Union, WA 98592

WPA Chapters Around the State

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 Ken Davies, iffly4real@comcast.net, 360-675-7526.***

CLALLAM COUNTY - The Clallam County chapter meets on the third Thursday of the month at Rite Bros (FBO) at Port Angeles Fairchild International Airport (CLM). Meetings begin at 7:00 pm, and all are welcome. ***For more info on the Clallam County chapter, contact Jerry Nichols, oldnick@olypen.com, 800-292-2978.***

COLVILLE VALLEY - For current meeting schedules, please contact ***Dave Garringer, colvilleairport@yahoo.com, 509-684-1566.***

DEER PARK - Deer Park chapter meets at the Deer Park Airport (KDEW) Administration Building on the last Thusday of the month, except in February, November and December. The Administration building is located near the south end of the airport. A potluck dinner begins at 6:30 pm, with an aviation-related program beginning at 7:15, followed by a short business meeting. Guests are always welcome. ***For more information about Deer Park chapter and its activities, please contact Roy Lakewold at 509-276-5733 or email rbl77@earthlink.net.***

GREEN RIVER - The Green River chapter meets for dessert and program at 7:00 pm on the third Friday of each month from October through June at the Auburn Station of the Valley Regional Fire Authority at 1101 D Street N.E. in Auburn. ***For more information on the Green River chapter, email Perry Chinn at hawkfather1@msn.com***

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of each month, year round, at 10:00 am in Hangar 15 at Harvey Field. For more information on activities, please visit the WPA web site, click on the Harvey Field Chapter, and visit the Activities Calendar. ***For more information contact Charles Hower at 425-367-8755.***

NORTH SOUND/BELLINGHAM - The North Sound chapter meets every second Thursday of the month (except during June, July and August), at 7:00 pm on the second floor of the old Port of Bellingham administration building, at Bellingham International Airport (BLI). ***For more info on the North Sound chapter, contact Chip Laplante, kidcomet@comcast.net, 360-920-4181.***

OKANOGAN & FERRY COUNTY- The Okanagan & Ferry County chapter meets on the third Thursday of the month alternating between Omak and Tonasket. We go dark for the summer after a fly-in at the Twisp Airport on May 22. We start up again in September. ***To confirm meeting details, contact Lee Orr at 509-486-4502 or Monica Oakes at 509-422-0678 (2monica8@gmail.com).*** Anyone in the Twisp area on Friday night is encouraged to come by the airport. Pilots gather every Friday night. Contact Bob Hoffman for more information – 509-997-8141.

OLYMPIA SOUTH SOUND - The Olympia Chapter meets on the 3rd Wednesday of each month at Pearson Air on the Olympia Airport at 7:00 pm. In addition, Pearson Air offers FREE ground school instruction for both new and licensed pilots every Tuesday evening at 6:00 pm. ***Contact Reyna Meenk, President, meenk@hotmail.com or call 360-539-2005.***

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.wpaflys.org/chapters/paine or send email to painepresident@wpaflys.org***

GREATER SEATTLE - ***The Greater Seattle chapter is looking for a fresh infusion of energy. If you're interested in serving on the Board, please call Colleen Turner at 425-453-7696 or email cturner@cruiseholidaysbellevue.com***

SHELTON-SANDERSON - ***Brandon Harnish, President, 360-432-2065***

SOUTHWEST/VANCOUVER - The Southwest/Vancouver chapter has the following meetings scheduled for 2010: 4th Thursday in May and September at 7:00pm and Sunday Brunch on December 4. Meetings are held at the Dollars Corner Fire Station. ***For more information, contact Bob Brown at 360-607-5060.***

SPOKANE - Meetings of the Spokane chapter are usually held on the third Wednesday of each month over dinner at Marie Callander's Restaurant, beginning at 6:00 pm. (Meeting details are subject to change - please call first to check). The chapter also conducts a monthly fly-out on the Saturday morning following the chapter meeting, weather permitting. ***For more information, contact Tom Morris, tzmorris@comcast.net, 509-924-5544.***

TRI-CITIES - The Tri-Cities Chapter meets at 6:30 pm at Bergstrom Aircraft FBO, Tri-Cities Airport (KPSC), Pasco on the fourth Thursday of each month. For information, contact ***Marjy Leggett 509-547-5457 or email MarjyL@charter.net***

TWIN HARBORS - The Twin Harbors chapter meets the second Tuesday of the month at 6:00 pm in Ocean Shores, location TBD. ***For meeting details and more info, contact Fred Winge at (360) 289-4189, email fwinge@techline.com.***

WENATCHEE - ***Mary Ann Fish, flyingfishwa@earthlink.net, 509-860-1973.***

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the first Thursday of the month. ***For meeting location and other details, contact Les Flue at 509-952-2376 or email les_f@lesflue.com***

Back in the Aviation Neighborhood

By Kirk Kleinholz

Hello, Washington pilot! It's been quite some time since I've written to you all. In that time, I've landed back on the continent after a fantastic two-year stint in Berlin, sadly changed my marital status, and happily taken up an aviation career with a northwest company thanks to an invitation from Paine Field Chapter's own Robert Hamilton.

January 2010 finds me setting out on a second year of travel carrying the flag for Dynon Avionics. We make those glass panel gadgets for experimental and LSA aircraft and have had some small success in the field. This report is coming to you from a window seat on Alaska Airlines winging my way back from the first air show of the year, the US Sport Aviation LSA Expo in Sebring, Florida. (Author's note: commercial air travel is an exceedingly poor substitute for crossing the country in one's own small airplane, especially when traveling to and from small airplane events!)

If you haven't heard much of the relatively new segment of General Aviation called Light Sport Aircraft, you've either been snoozing or an aviation shut-in. LSA seems to be slowly taking over GA not so much by storm, but more like the smell of your mom's apple pie wafting out of the kitchen. Much satisfaction had been promised, and perhaps the delivery was a bit slower than hoped, but the anticipation and excitement grow as the essence gets more potent with each passing moment. Sebring offered up a healthy slice of LSA pie with some noteworthy industry announcements, a pretty keen new product release from Dynon, and a varied menu of LSA aircraft.

The Cessna SkyCatcher taxied up just inside the main entrance to the show. From the exterior, the SkyCatcher is clearly a Cessna, with its lineage written in its lines and traditional metal construction. On the inside the plane seems distinct from many of the other new LSA offerings by virtue of its fairly utilitarian finish. While many of the upscale LSAs seem designed to appeal to aircraft owners as personal aircraft, the SkyCatcher may be destined more for line service as a replacement for the venerable 150/152 so many of us learned to fly in. Certainly Cessna is pushing the fledgling out of the nest with a fair amount of gusto, though perhaps a bit early as production is still ramping up.

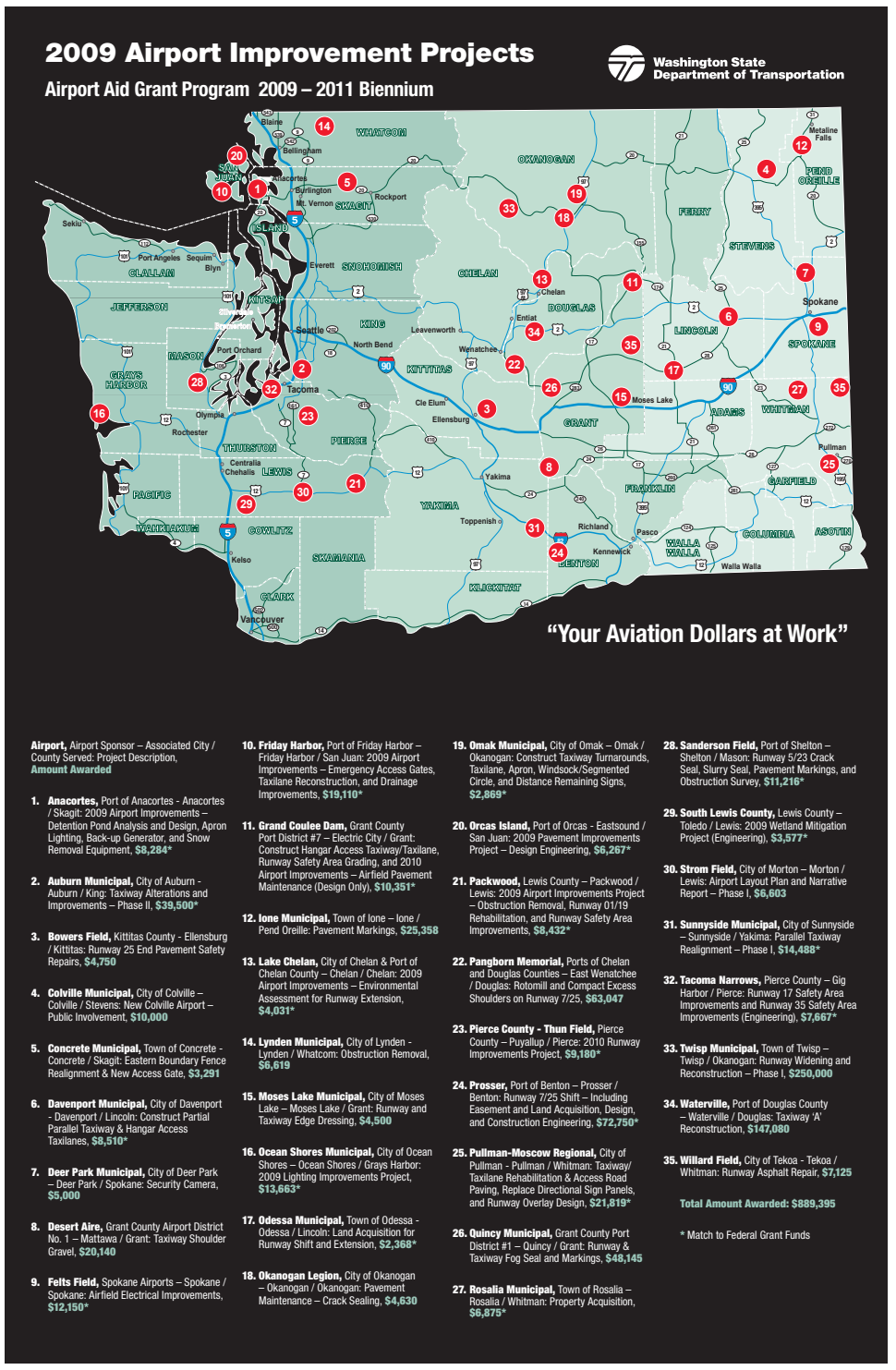
Piper made its own entry into the LSA market by announcing its acquisition of exclusive distribution rights to the former Sport Cruiser by Czech Sport Aircraft. My own impressions of the airplane from a flight last fall were of very appealing lines for a metal airplane, good performance and quality, and nimble handling. I noted very light elevator control forces and relatively heavy aileron forces, something I've seen echoed in several flight reviews of the plane. Interestingly, the Piper representative I spoke with pointed out the handling characteristics of its newest plane are not unlike those of many in the traditional Piper line, so that the new LSA seems to be a worthy adoptee into the Piper heritage. The biggest obstacle to Piper's distribution of the plane looks to be the inevitable grousing of their dealer network maintenance staff over the Rotax not being a "real" airplane engine. But just like Mr. Potato Head, all the right parts still come in the box, so I reckon a competent airplane engine mechanic ought to be able to make the Rotax look like a potato…well, you know what I mean.

Dynon made its own buzz at the show with the introduction of SkyView, an entry into the full-featured glass panel market with synthetic vision, moving map and plenty more bells and whistles. The SkyView has been much anticipated and is already receiving a tremendous response both from LSA manufacturers and among the Experimental crowd. The sales launch of SkyView in December helped Dynon post revenues in 2009 above those of the prior year, surely one of just a handful of aviation companies able to say that. Though perhaps not yet the Starbucks of General Aviation, Dynon is giving lots of pilots of lots of airplanes something stimulating to start their day, with nearly 10,000 glass panel devices already in the field.

The rest of the show flight line was populated by the typical but always exciting mix of high- and low-wing, metal and composite, fairly traditional (Cessna, Tecnam, Paradise), new and sporty (CT Design, Remos), warbird (Titan ¾-scale P-51), amphibian (SeaRay, SeaMax), and bush plane (CubCrafters, Just Aircraft). Apologies to all those manufacturers I've left out of this list. Readers need to get out to an air show or two in 2010 and take a look for themselves. There just might be a little 2-seat, VFR, 120-knot, amazingly-equipped, LSA airplane in your future.

SUPPORT OUR ADVERTISERS!

OUR ADVERTISERS HELP FUND WPA'S EFFORTS ON BEHALF OF GENERAL AVIATION.



Washington State Department of Transportation
Paula J. Hammond, P.E.
Secretary of Transportation

Aviation Division
3704 172nd Street NE, Suite K2
Arlington, WA 98223
360-651-6300 / FAX 360-651-6319
TTY: 1-800-833-6388
www.wsdot.wa.gov

November 2009

Washington State Department of Transportation (WSDOT) Aviation is pleased to present you with the 2009 Airport Improvement Projects map showcasing our first round of grant awards for the 2009 – 2011 biennium. We are sharing these maps with the Washington State Legislature, airport sponsors, Regional Transportation Planning Organizations (RTPO), regional WSDOT Administrators, and other stakeholders interested in our program.

Airport improvement projects slated for the 2009-2011 biennium are in the areas of pavement, safety, planning, maintenance, and security. Forty-one different airport projects are being funded with a total project cost of $12,461,866. This total includes state, federal and local match funding.

Funding Breakdown:

State	Federal	Local Match	Total
$889,394	$11,007,058	$470,414	$12,461,866

Projects were awarded in the following areas:

- Pavement – 87 percent
- Safety – 9 percent
- Maintenance, Planning, and Other – 3 percent
- Security – 1 percent

Despite a significant projected decline in aviation revenues, state funds totaling $280,606, along with an equivalent match from the local airport sponsor secured $11 million in funding from the Federal Aviation Administration (FAA). The FAA provides grants to about half of the state's 138 public use airports that are included in the National Plan of Integrated Airport Systems (NPIAS).

NPIAS AIRPORTS:

- FAA – 95 percent contribution
- State – 2.5 percent match
- Airport Sponsor – 2.5 percent match

NON-NPIAS AIRPORTS:

- State – 95 percent contribution
- Airport Sponsor – minimum 5 percent match

None of these funds represent American Recovery and Reinvestment Act (ARRA) investments.

WSDOT anticipates awarding a similar amount during its second round of 2009-2011 Local Airport Aid Grants in April 2010. The department will solicit applications for that round during January and February 2010.

WSDOT's Local Airport Aid Grant Program is funded through an 11-cent fee on aviation fuel and aircraft registration fees. We are pleased with the grant program's overall impact on our aviation system. We have been able to successfully leverage federal funds so that we may focus state resources on smaller airports that are ineligible for federal assistance. For more information about the Local Airport Aid Grant Program visit: http://www.wsdot.wa.gov/aviation.

WSDOT Aviation, Post Office Box 3367, Arlington, WA 98223
(800) 552-0666
www.wsdot.wa.gov/aviation

Minutes of WPA State Board Meeting

(Continued from page 1)

Shelton wants to stop a developer from obtaining a reclassification of 160 acres from Commercial to residential. Legal action is expected.

Senator Haugan has proposed a change to the Growth Management Act designed to protect airports. A call for support will be sent when the time is right.

Ryan Zulauf, Director of Operations at RNT is working to resurrect the Airport Coalition.

The March Retreat is scheduled for March 20/21 in Tri Cities. Marjy will set it up.

Charles Hower reported:

Kandace Harvey, Harvey Field, is paying for a new Biological Survey. Due to the previous survey being flawed, Kandace cannot expand her airport and build badly needed hangars. Other businesses in the flood plain also cannot expand. They have workers outside in all weather due to a lack of space. Renewals in Harvey Chapter are 69% of last year. Many renewal forms are returned in the post due to incorrect addresses.

John Dobson discussed the Aviation Trade Fair. Volunteers are required to man the WPA booth.

John will send out volunteer sheets to the chapters. Tom Jensen will look after the setting up of the booth. Lunch will be served to WPA members on Saturday. Nancy Jensen and Pat Darnbrough will serve at the luncheon. John will be soliciting recommendation for Pilot of the Year and other awards. Moved by Tom Jensen and seconded by Bob Darnbrough that (TBA at the meeting) will be nominated. Approved. Gerry Ward suggested that WPA give out aviation related coloring books at the booth. He suggested we purchase 1000 books. Gerry will report on the availability and cost.

Arlington is now our newest chapter and John Dobson recommended that we officially welcome them to WPA. Moved by Charles Hower, Seconded by Bob Darnbrough passed unanimously. Bob Darnbrough raised the question of WPA insurance. John Dobson is still pursuing bids. Coverage will be for liability coverage for state and Chapter officers.

Dave Wheeler, Director at Large, presented a "WPA State of Washington Passport". The concept is to entice members to fly to all of the State's airports. Passports would be available at chapter meetings. Passport stamps would be available at all Washington public airports. Upon landing, the pilot would present his passport and have it stamped. Prizes and trophies could be presented for most airports visited in a year. Mr. Wheeler is working on the details.

DYNAMIC PATHS

Specializing in treating fatigue, insomnia, irritability, restlessness and the prevention of hypertension and diabetes

Dr. Kristen Allott

Empowering Individuals to Meet Their Health Care Goals

www.dynamicpaths.com
206-579-2757

An Islander to the Islands

By Jack Krause
WPA Shelton-Sanderson Chapter

This tale starts October 1979 when ferrying a Britten-Norman BN-2 Islander, call sign VP-FAY, from the Isle of Wight, UK to the Falkland Islands. This was the fifth and last Islander I had contracted to deliver with the others going to the U.S. and Caracas. I had been "on the road" for fifteen days having left the IOW for Ireland, Iceland, Newfoundland, Florida, Aruba, Ecuador, Peru, Antofagasta, Chile and am just now leaving Puerto Montt, Chile to cross over the Andes to land in Rio Gallegos, Argentina - where I intend to refuel for the next day's subsequent four hundred plus mile trip to the Islands. All the necessary flight plans and telegrams for clearance had been previously sent, but I soon found out – as I just had in Peru – that it didn't mean a darn thing. I ran into so much bureaucratic trouble in Lima that it cost me a whole weekend, but that is a whole different story.

On departing Puerto Montt, I slowly climbed the over-loaded Islander with five fifty-five-gallon barrels of fuel inside to 11,000 feet to cross over the Andes, which were thankfully clear of weather. Those big mountains are big even that far south. The air traffic "rules" required immediate contact with the nearest Argentine air traffic control crossing the border in order to have the navigation aids (Non Directional Beacons, Visual Omni Ranges, etc.) activated for my trip. I made the required call on the designated frequency and got back a stilted response from a source I knew not where. "Veekter, Papa Alfa Yonkee," wind is 240 degrees at 15 knots, you are cleared to land." When trying several times to explain that I was landing at Rio Gallegos on the coastline, I continuously received the same verbatim response over and over, "Veektor Papa ....." Apparently that was the extent of that individual's English, and I knew no Spanish back then.

The airplane was equipped with the required heretofore operational High Frequency (HF) radio, so I thought I would try it to get a negotiable response. I could hear radio chatter okay on the HF frequencies, but when I depressed the transmit button the electric protective circuit breaker for the radio popped out on the instrument panel rendering the radio useless. Since I really didn't know where the first radio transmission came from I decided to proceed on to Rio Gallegos several hundred miles to the southeast. I figured that even without the navigational radio aids it would be pretty hard even for me to miss the Atlantic Ocean. Once at the shoreline, I could merely proceed down the coastline and land at Rio Gallegos. That is what I did, and it worked just fine.

But then the troubles started on landing. The officious customs agent at Rio Gallegos met me with the obvious purpose of finding something wrong. During the course of a very, very extensive airplane inspection, he said he wanted me to disconnect and remove all five fifty-five gallon barrels so he could inspect underneath. He may as well have asked me to take off a wing so he could inspect it closer. I objected emphatically and luckily won the point. He then, out of the blue, asked me what I thought of the Argentine government. I replied I had no set opinion, and asked what he thought of our government. That abruptly ended that conversation – which was being interpreted by a young, tall, handsome, armed Argentine soldier standing guard over the proceedings. The young soldier was considerably embarrassed.

I am embarrassed to admit that my geo-political knowledge at that time was sorely lacking. Here I arrive in Argentina in a British built airplane bearing Her Majesty's Crown emblazoned in gold on the side of the fuselage with the title, "Her Majesty's Royal Mail Service." Moreover, the vertical tail bore the initials F.I.G.A.S. for Falkland Island Government Air Service. With all this I plop right into the midst of an increasingly bellicose debate between the Falklands and the Argentines as to who really owned the Islands. And since it was the Argentine Air Force that provided air service for the Islands at that time, the arrival of this Islander probably looked suspicious. (The Falklanders did have two DeHavilland Beaver float planes they used to internally service their entire complex.) Needless to say, my arrival in Argentina was considered intrusive and not met with too much "warmth."

That night in the bar of the hotel I was staying at I met an Argentine Air Force Officer of the same rank I was when I retired from the USAF that very year, and we struck up a friendly conversation. When I told him that for apparent political reasons the U.S. did not publish instrument procedures for the Falkland Islands, he said, "no problem," got his flight bag sitting by the wall, and literally ripped the pages for the instrument approach procedures out of his own book and gave them to me. I was most grateful.

The next morning I arrived at the airport hoping to depart for the Islands but was told the fuel vendor would accept only Argentine Pesos for payment. No credit cards. No U.S. Dollars. This required waiting for the bank to open and taking a taxi into town to exchange some money. When all this was finally done, I was then told as I was filing my flight plan that I had to wait for seventy-two hours for permission from "higher up" to proceed. I was now really dumbfounded as well as a bit uneasy with this whole situation. Things looked bleak and scary. There was a definite atmosphere of trouble.

A few minutes later my Argentine Air Force pilot acquaintance appeared at the operations center and saw my dismay. After I explained what had happened, he walked over to the civilians running the center and told them in an authoritative voice – leaving little doubt as to whom ran that country – "Give him a clearance." I thanked him profusely as he walked out the door to his C –130 Hercules transport and departed.

However, when he was gone and I had filed my flight plan, the operations chief came up with a new requirement to prove I could make contact with Comodoro Rivadavia with my HF radio some three hundred miles to the north. From the ground.

I was in real trouble now. They had asked me when I arrived the day before if I had a HF radio and the correct frequencies and I told them I had a radio with all the proper frequencies. But what I didn't tell them is it wasn't working. I was really sweating.

The operations chief sent two of his "goons" with me out to the airplane to make sure I made the radio call. My mind was racing as I asked the pair to stand back while I cranked an engine for electric power. Sitting in the pilot's seat with my headset on, I could *hear* all kinds of chatter on the HF radio, but when I depressed the transmit button the circuit break popped out again indicating a short circuit that killed the radio. Not wanting to be stuck in this place forever awaiting maintenance and putting up with this stifling bureaucracy, I immediately started talking into the mic and nodding my head like I was having a regular conversation. I then shut down, got out, and told the two goons everything was fine. They nodded and started back to their office.

Since my flight plan had already been filed, I immediately jumped back into the airplane, started up, called for taxi and was airborne before the two goons got back to the ops shack. I headed east anticipating perhaps a couple of Argentine fighters coming after me. But nothing happened, and VP FAY and I continued on for our four-hour flight to Stanley, Falkland Islands, UK.

Being welcomed by His Lord Governor Parker (Tan Coat) greeting pilot Jack Krause on the left.

About 100 miles out and feeling a bit anxious having not talked to anyone for three hours, I tried calling Stanley Tower on the easternmost side of the Islands. Nothing. I did get the weather on the low frequency radio beacon telling me the winds – which varied little in their high velocity as they danced around the compass rose. Winds and weather in the Falklands are legend. The first runway they laid at Stanley was pierced steel planking. One winter they said the wind rolled it up in to a great big ball. The present concrete one was lifted a couple of feet one day but settled back down. At least that is what they told me.

Finally, a rich British voice "caressed" my eardrums with, "Victor Papa Foxtrot Alpha Yankee, this is Stanley Tower, how do you read, over." That call came from Mr. Gerald Cheek who was in the tower cab the day the airplane arrived, and I am not ashamed to say that radio call was enough to cause tears to well up in my eyes. After all the travails through Peru and Argentina, it was a wonderful and welcome sound.

Approaching the field I noticed the fence by the main terminal building was lined with a great number of people present for the "great arrival." They had been waiting three years for this airplane to arrive. I thought I might make a "high speed, low altitude" pass followed by a short field landing, and then thought better of it. Imagine blowing a tire in an overweight machine trying to impress someone after coming all that distance.

After a normal landing (for me) I taxied in to be initially met by His Lord Governor and dignitaries, and then the gates were open to the public. It was definitely a very nice experience.

The people were most friendly and accommodating, and the Governor kindly hosted a champagne party in his mansion that evening in honor of the airplane's arrival. He presented me with a bottle of champagne and made an announcement to those present that I had arrived at Stanley within three and half minutes of my ETA. The on-time arrival was pure luck because I certainly had nothing to do with it.

I was then invited to share a very nice dinner cooked in a peat oven at one of the FIGAS pilot's homes. A new experience for me. I was most impressed with how hardy these 1900 or so residents were considering they were 8,000 miles from the UK and had Argentina breathing down their necks.

My trip home back through Argentina started the next day departing Stanley on an Argentine Air Force twin turboprop to Comodoro Rivadavia, Argentina with my 80 plus pounds of survival gear, fuel pumps, radios, etc. Upon arrival I joined the other passengers in a room where we sat on the periphery awaiting our luggage – and also a possible inspection of it by the Argentine customs agent, a young man nattily dressed in a business suit. He quickly cast a most dominate aura as he strutted around the room tapping a pen into his open palm with his other hand and glared at each of us as though we were potential violators of the law. He would come to a piece of luggage and dramatically point to it with his pen for it to be opened for inspection. Most of my fellow passengers – all Argentines – were quite kowtowed and smoking their cigarettes nervously. The designation of a piece of luggage to be inspected was like a death knell to these folks. They were literally terrified. I questioned in my mind what they could smuggle into Argentina from the Falklands that could possibly be considered as contraband? Then I was struck with great apprehension as to what would happen when and if he designated all my luggage to be inspected. Fortunately, he looked at my large pile and waved me through. He must have had a luncheon engagement.

After a short flight to Buenos Aires to spend the night for a next day departure to the U.S. I got to tour that most beautiful city. Having won the World Soccer Cup, there was a soccer game in progress on every inch of grass that Sunday morning in the City. On the esplanades, vacant lots, front yards. Everywhere. The Argentines were justifiably proud of their athletes.

The next morning held a few more glitches when I checked into the Varig Airline counter. The attendant immediately snatched my passport and disappeared before I could protest. Apparently they had been waiting for my return to the mainland. I was told to go "stand over there" and wait, which I did. Shortly another "suit" showed up at the counter about forty feet away. The agent pointed at me, and he started walking a large circle around me tapping my passport in his open palm with his other hand and glaring at me. I guess it is some attempt at intimidation they teach these young Turks whose attitude seemed reminiscent of a similar tactic often used in Europe in the 1930s and 40s and obviously emigrated to Argentina after WWII.

Even though my knees were weak, I apparently didn't show it, and he finally told the agent to clear me on. I was truly happy to be on my way to Miami and thence home to Kent, Washington.

A month or two after being home I received a summons from the Argentine Government to report back to Buenos Aires to stand trial within ten days, and failure to do so would result in six months in jail or and/or $400 fine. That was thirty years ago, but I am still not taking any chances on returning.

What prompted my relating this story is a recent development involving my neighbor, a medical doctor who runs our local hospital and emergency services. A highly talented individual, he often hires out as ship's physician on luxury cruise liners traveling most recently to both poles. He recently traveled to the Antarctic with a group of dignitaries where he also practices one of his passions – photography. His work is literally of National Geographic quality with the latter commissioning his talents. Before his last trip I mentioned my experience in the Falklands, and after he visited there on his trip to the Antarctic, he urged me to make contact with the Falklands visitor bureau. I did, and it opened up a whole new wonderful chapter after a thirty year span.

The first email I received was from the very individual who was in the tower and made the initial radio contact with me, Mr. Gerald Cheek. He also provided these pictures. It happened that he and his lovely wife Marie were on an extensive cruise with plans to visit Seattle to search out the destiny of one of the Beavers FIGAS had used in their air support of the Islands. I met with them at the Seattle Sheraton Hotel one afternoon and exchanged fond – and not so fond – memories. His group, The Falkland Island Defense Force, showed most impressive courage and patriotism during the war.

After the War, I read with a heavy heart that the Islander, VP-FAY, had been destroyed in the battle. Mr. Cheek provided this picture taken in 1982 of the "remains" of VP-FAY.

Since Mr. Cheek's visit I am proud to say I have become a member of the Falkland Island Society, and as such, I am in full support of the Falkland's effort to stave off the Argentine ongoing attempt to commandeer the Islands. As I read in posters displayed in windows everywhere on the Islands during my visit in '79, "***Keep the Falklands British***."

ISLANDER VP-FAY DESTROYED BY ARGENTINE FORCES

(These pictures were provided by Mr. Gerald Cheek.)

2010 Northwest Aviation Conference & Trade Show

February 20 & 21 – Puyallup, WA

What began as a small collection of booths hosted during a day of safety seminars, the 27th Annual Northwest Aviation Conference & Trade Show has grown and flourished into a much anticipated gathering that fills the 122,000 SF exhibit hall and boasts a packed schedule of educational and entertaining aviation seminars. Each February more than 10,000 aviation enthusiasts and their families flock through the Blue Gate at the Western Washington Fairgrounds to be educated, inspired and ultimately, to rekindle their dreams offl ight.

The conference schedule has expanded for 2010. The pilot safety seminars will cover many facets of the industry including helicopters, seaplanes, ultralights, mountain and IFR flying, survival, weather training and navigation software as well as presentations from the FAA and the AOPA Air Safety Foundation. Keynote speakers include the AOPA ASF's Chief Flight Instructor, JJ Greenway; mountain flying pilot, Lori MacNichol; AOPA's Foundation President, Karen Gebhart; and author and flight instructor, Bruce Williams.

The Conference will begin early with a registration only event on Friday. Teaming up with Van Nuys, CA company, Civil Air Parts (CAP) and Emergency Response International (ERI), the 2010 event will host a Part 135.331 Crewmember Emergency Training (CET) course all day Friday. This training must be attended every 12 months by FAR 135 flight crews and includes topics such as rapid decompression, fire and smoke procedures, ditching and evacuation situations, illness, injury, first aid equipment, and other abnormal situations involving passengers or crewmembers. This course is open to the general public as well.

Included in the survival series for 2010 will be a four hour Egress Training Course. The first hour will be a free public egress and ditching general session at the Conference. In the afternoon, pre-registered participants will meet at the indoor pool at the nearby Holiday Inn for three hours of training. The participants will have the opportunity to get into the Shallow Water Egress Trainer (SWET) and be inverted in a controlled and safe environment. Cost for the SWET training is $99.00. Space is limited; register online or by phone at 866-922-7469.

Once again national industry and government experts will be presenting at the FAA approved maintenance seminars on Saturday at the event. For the cost of gate admission, IAs attending the Maintenance classes earn credits toward renewal of their certificate. This certificate not only provides documentation to meet specific FAA requirements but provides a record which they may wish to submit when they apply for or renew their aircraft insurance. The certificate is provided on site at the end of eight hours training. This program is available now for registration online.

Airport managers and operators, pilots, business owners or other interested individuals are invited to participate in an Airports Workshop on Saturday to exchange information and ideas. This workshop is designed to bring together state and federal aviation leaders as well as airport personnel and general aviation airport users. This event is co-sponsored by the WSDOT Aviation Division, the Federal Aviation Association and the AOPA Airports Support Network.

Thanks to the continued support of the National Weather Service, the Northwest Aviation Conference & Trade Show will be once again hosting a Weather Workshop. This seminar series is presented by operational meteorologists from the National Weather Service Forecast offices in Seattle, Spokane, Portland and Medford and the National Weather Service Unit co-located with Seattle ARTCC. These seminars were written especially for pilots and are intended to increase pilot knowledge of meteorology in general and aviation weather in particular.

Guest speaker for the 2010 Weather Workshop is Cliff Mass, professor of atmospheric sciences at the University of Washington and weekly guest on KUOW radio. Cliff is the preeminent authority on Northwest weather and author of *The Weather of the Pacific Northwest*. He will also be available to sign books onsite.

The Northwest Aviation Conference & Trade Show is hosted by the Washington Aviation Association, a non-profit organization dedicated to the promotion and protection of aviation businesses in the Northwest. The event provides a venue for aviation businesses and customers to network and showcase technological advances in the industry.

The changing economic climate has encouraged the event organizers to adopt an innovative approach to capture the most benefit for the entire industry. Over the last two decades the Northwest Aviation Conference & Trade Show has established a solid reputation and following of vendors, speakers and attendees. In 2010 there is a dedicated effort to approach all the aviation organizations and businesses and encourage them to be involved in the presentation of the event. The WAA position has been to put out the word: *let's work together and we will make it happen!*

The efforts have proven effective. By inviting the entire aviation community, the participation list reads like a Who's Who in Aviation: AOPA, CAP, EAA, FAA, SPA, WAA, WIA, WPA and WSDOT, to name just a few. This translates into a core group of dedicated organizations that have the same goal in mind: *promoting aviation and ensuring its future!*

Be sure to visit all the amazing exhibits and displays. The Showplex accommodates over 350 booths, including museum displays, aircraft and a hands-on mock runway project presented by the FAASTeam.

Special thanks are extended to Lightspeed Aviation who is once again donating two ZULU headsets to be given away at the event. Seattle Avionics Software is also sponsoring a giveaway of a complete Voyager SkyPad Electronic Flight Bag. This prize includes the Voyager SkyPad tablet computer with 2 GB of RAM; a Bluetooth WAAS-enabled GPS receiver; and is valued at over $1600.00! There are plenty of other prizes donated by our exhibitors. Enter at the information booth located near the main entrance.

The Northwest Aviation Conference is made possible with the support and guidance of the aviation community. Special thanks are extended to the 2010 major sponsors: AOPA, Flying Magazine, General Aviation News, Seattle Avionics, King County International Airport, FAA, Spencer Aircraft, Lightspeed, Air BP, Wipaire, Trade-A-Plane, ClearWire, Dynon Avionics and Professional Aviation Safety Specialists (PASS).

The 27th Annual Northwest Aviation Conference & Trade Show will be held on February 20 & 21 in the Americraft Showplex at the Blue Gate of the Western Washington Fairgrounds, Puyallup WA. Hours are 9:00 am to 5:30 pm on Saturday and 10:00 am to 4:00 pm Sunday. Admission is $5.00/person; good for both days, kids and students free. Parking is free in the Blue Lot. Fly-in attendees can land at the Pierce County Airport where there are additional functions and free shuttles to the Event courtesy of Spencer Aircraft. For directions, schedules and information please visit www.washington-aviation.org or call toll free 1-866-922-7469.

WESTERN AVIATION
Trusted for Over 33 Years
509-534-7371

MENTION THIS AD AND GET **$50.00 OFF** YOUR NEXT MAINTENANCE ANNUAL!

AVIONICS
- Sales
- Service
- Installation
- Certifications
- Mobile Service

MAINTENANCE
ANNUAL INSPECTIONS
ROUTINE MAINTENANCE
REPAIRS

PILOT SUPPLIES
The largest selection of pilot supplies & gifts in the Inland Empire.
If we don't have what you need, we'll help you find it!
877-99-PILOT

FAA Certified Repair Station
#GG6R560N
5505 E Rutter Ave, Spokane, WA 99212

CALENDAR OF EVENTS

	Date	Event	Airport	Location	Phone	Email
	FEBRUARY					
	13	MoF - PSEC Engineering Fair	BFI	Museum of Flight	206-764-5720	
	13	MoF - 15th Annual Popsicle Bridge Contest	BFI	Museum of Flight	206-764-5720	
	13	MoF - Aviation Learning Center - How to become a pilot.	BFI	Museum of Flight	206-764-5720	
	13	MoF - Pan Am and the Boeing 314	BFI	Museum of Flight	206-764-5720	
	13	WPA - Harvey Field Chapter Meeting	S43	Snohomish	425-367-8755	charles.h.hower@boeing.com
	13 - 14	MoF - 2010 NW Scale Modelers Show	BFI	Museum of Flight	206-764-5720	
	16	MoF - Royal Aeronautical Society	BFI	Museum of Flight	206-764-5720	
	17	WPA - Olympia South Sound Chapter Meeting	OLM	Olympia	360-539-2005	rmeenk@hotmail.com
	18	WPA - Clallam County Chapter Meeting	CLM	Port Angeles		
	18	WPA - Okanogan & Ferry County Chapter Meeting		Koala Grill, Omak	509-486-4502	haywire@amerion.com
	19	WPA - Green River Chapter Meeting	S50	Auburn		grcnewsletter@gmail.com
	20 - 21	Northwest Aviation Conference and Trade Show		Puyallup		
	20	WPA - General Membership Meeting @ Puyallup Aviation Show		Puyallup		
	20	MoF - Bumping (Repeatedly) into the Sound Barrier	BFI	Museum of Flight	206-764-5720	
	21	MoF - In Search of Amelia Earhart	BFI	Museum of Flight	206-764-5720	
	25	WPA - Deer Park Chapter Meeting	DEW	Deer Park		
	25	WPA - Tri-Cities Chapter Meeting	PSC	Bergstroms	509-547-4347	Marjyl@charter.net
	27	WPA - Spokane Chapter Meeting		Spokane		
	MARCH					
	4	WPA - Yakima Valley Chapter Meeting	YKM	Yakima		les@lesflue.com
UPDATED!	5	WPA - Paine Field Chapter Meeting - Flying Antartica	PAE	Sno-Isle		
	6	WPA - Flyers Club Breakfast	S50	Auburn		grcnewsletter@gmail.com
	6	EAA - Young Eagles Event	RNT	Renton		jason@hills.org
NEW!	6	WPA - PAE Field Chapter Maintenance Training Seminar	PAE	EVCC		
	11	WPA - North Sound Chapter Meeting	BLI	Bellingham	360-671-4359	kidkomet@comcast.net
	13	WPA - Harvey Field Chapter Meeting	S43	Snohomish	425-367-8755	charles.h.hower@boeing.com
	17	WPA - Olympia South Sound Chapter Meeting	OLM	Olympia	360-539-2005	rmeenk@hotmail.com
	17	WPA - Spokane Chapter Meeting		Spokane		
	18	WPA - Clallam County Chapter Meeting	CLM	Port Angeles		
	18	WPA - Okanogan & Ferry County Chapter Meeting		Whistler's, Tonasket	509-486-4502	haywire@amerion.com
	19	WPA - Green River Chapter Meeting	S50	Auburn		grcnewsletter@gmail.com
	19 - 21	EAA - Airplane Repairman Inspection	AWO	Arlington	800-967-5746	
	20 - 21	WPA - Board Meeting	S98	Kennewick		
	25	WPA - Deer Park Chapter Meeting	DEW	Deer Park		
	25	WPA - Tri-Cities Chapter Meeting	PSC	Bergstroms	509-547-4347	Marjyl@charter.net
	APRIL					
	3	WPA - Yakima Valley Chapter Meeting	YKM	Yakima		les@lesflue.com
	3	WPA - Flyers Club Breakfast	S50	Auburn		grcnewsletter@gmail.com
	8	WPA - North Sound Chapter Meeting	BLI	Bellingham	360-671-4359	kidkomet@comcast.net
UPDATE!	9	WPA - PAE Field Chapter Mtg - Accident Review & PAE Tower	PAE			
	10	WPA - Harvey Field Chapter Meeting	S43	Snohomish	425-367-8755	charles.h.hower@boeing.com
	15	WPA - Okanogan & Ferry County Chapter Meeting		Omak	509-486-4502	haywire@amerion.com
	15	WPA - Clallam County Chapter Meeting	CLM	Port Angeles		
	16	WPA - Green River Chapter Meeting	S50	Auburn		grcnewsletter@gmail.com
	21	WPA - Olympia South Sound Chapter Meeting	OLM	Olympia	360-539-2005	rmeenk@hotmail.com
	21	WPA - Spokane Chapter Meeting		Spokane		
	22	WPA - Tri-Cities Chapter Meeting	PSC	Bergstroms	509-547-4347	Marjyl@charter.net
	24	MoF - Hops & Props	BFI	Museum of Flight	206-764-5720	
	29	WPA - Deer Park Chapter Meeting	DEW	Deer Park		
	MAY					
	1	WPA - Flyers Club Breakfast	S50	Auburn		grcnewsletter@gmail.com
	6	WPA - Yakima Valley Chapter Meeting	YKM	Yakima		les@lesflue.com
UPDATED!	7	WPA - Paine Field Chapter Meeting - Engine Out @ 5,000	PAE			
	8	WPA - Ranger Creek Cleanup	21W	Greenwater		grcnewsletter@gmail.com
	8	WPA - Harvey Field Chapter Meeting	S43	Snohomish	425-367-8755	charles.h.hower@boeing.com
	11	WPA - Anacortes Chapter Meeting	74S	Anacortes		www@wncpa.com
	13	WPA - North Sound Chapter Meeting	BLI	Bellingham	360-671-4359	kidkomet@comcast.net
	15	WPA - Board Meeting	OLM	Olympia		
	16 - 22	Aerobatic Training Camp	EPH	Ephrata		
	19	WPA - Olympia South Sound Chapter Meeting	OLM	Olympia	360-539-2005	rmeenk@hotmail.com
	19	WPA - Spokane Chapter Meeting		Spokane		
	20	WPA - Clallam County Chapter Meeting	CLM	Port Angeles		
	21	WPA - Green River Chapter Meeting	S50	Auburn		grcnewsletter@gmail.com
	22	WPA - Okanogan & Ferry County Chapter Meeting		Twisp Flyin	509-486-4502	haywire@amerion.com
	26 - 31	EAA - B-17 Tour Stop	BFI	Seattle		
	27	WPA - Tri-Cities Chapter Meeting	PSC	Bergstroms	509-547-4347	Marjyl@charter.net
	27	WPA -Southwest Chapter Meeting		Battleground	360-607-5060	
	27	WPA - Deer Park Chapter Meeting	DEW	Deer Park		

Regal Aviation Insurance

Your Insurance Professionals

Representing All Aviation Insurance Companies

Dedicated to General Aviation Since 1978

800-275-7345
503-640-4686
Fax 503-640-3071
5625 NE Elam Young Pkwy
Hillsboro, OR 97124

Two Locations To Serve You

877-676-1229
208-676-1229
Fax 208-676-8638
1110 W. Park Place
Coeur d'Alene, ID 83814

www.regalaviation.com www.regalavn.com

Let us bring out your plane's best appearance!

WING WAXERS

- Aircraft Detailing
- Aluminum Polishing
- Paint Work & Repairs
- Internal Corrosion Treatments

Established 1989

Aircraft Detailing: Unique De-oxidation & Teflon Sealant that restores and protects your paint for the next year. **Aluminum Polishing:** The ultimate in bright work that offers the closest to chrome look. **Paint Work & Repairs:** Competitive prices and professional finish second to none. **Internal Corrosion Treatments:** 2 year treatments with T-9 BoeShield.

Whether you're selling your plane, considering repainting, or protecting your investment, call us first! Discover what thousands of aircraft owners across the nation have come to appreciate.

Wing Waxers Northwest

Professional Aircraft Detailing Services! Located in Everett, WA (Paine Field)

Washington Sector Call: 425-787-6280 Cell: 425-314-4338
Web: www.wingwaxersnw.com • Email: wingwaxerswa@gmail.com