



Wings

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Serving Washington Pilots Since 1960

October-November 2013

President's Message...



Here on the west side, there has been a noticeable shift in the weather patterns, consistent with the fall season just ushered in. Along with kids back to school, there is an uptick in other indoor activities. We recently joined the Skagit Airport Support Association's David Mischke to provide consultation at a meeting of Skagit County Planning and Development Services. Development threatens

to encroach on Skagit Regional (Bayview). Your State Board voted to support Kristy Buck in her run for Port Commissioner in Port of Shelton with a contribution from our Political Action Committee (PAC) fund. We appreciate how Ms. Buck envisions a future of the fairgrounds off of the Port property and seeks a more desirable resolution to this issue by setting goals on a new "event center" for Mason County, one that will serve a multitude of purposes.

We are supporting a legal action to avoid a sewage lagoon and it's attraction of waterfowl and threat to safety in the proximity of Omak airport. Yours truly attended a PNBAA/NBAA Town Hall this week. Such collaboration will likely be helpful in this coming Legislative session. Speaking of Olympia, there is word of the possible formation of a GA Caucus in Olympia. If even a few legislators gather under such a banner, we will all want to urge our own state legislator to join. Stay tuned for more on that in the coming months leading up to the next legislative session, which begins January 13, 2014.

By the way, you DO know who your State Senator and Representatives are don't you? If not, take the time to go to <http://app.leg.wa.gov/DistrictFinder/> and look them up. While you're at it, call or email them and offer them a flight. There's a fair chance they have never seen their district from the air – and it gives you a chance to show them what GA is about.

The previous paragraph gave you a taste for some of what WPA is doing, along with that there have been workshops and seminars such as using eAPIS and crossing the border, real life GPS emergency scenarios, ADS-B primers and much more. There have been airport cleanups through the WSDOT Aviation Division "Adopt an Airport" program at a number of the state-managed airports like Ranger Creek (Green River Chapter), Lower Granite (Spokane), Little Goose (Tri-Cities), Skykomish (Paine) and most recently Sullivan Lake (with Deer Park chapter, Recreational Aviation Foundation and Washington Seaplane Pilots' Association –

(Continued on page 2)



"It's About Time" crew and pilot readying their aircraft to race at Reno.

Matt Burrows – Spokane Area's Newest Reno Air Race Pilot

The Spokane Area's newest Reno Air Race pilot started building model aircraft, u-control and free flight models during his grade school years. Matt Burrows got his first airplane ride at age 8 in a Cessna-180, and he was hooked for life.

Born in Wyoming, Matt's parents were ranchers/farmers, and always encouraged him to follow his dreams as long as they didn't land him in jail. The Burrows family moved to May, Idaho in 1960 and to Valley, Washington in 1968. He says growing up with two sisters and two brothers made life fun and interesting – perhaps it also engendered that competitive spark so necessary in racing of any kind.

Matt's story in his own words follows: "My freshman year at Jenkins High School, Chewelah, WA. I ordered plans for a Baby Great Lakes. The wing parts were built in woodshop class. The fuselage, landing gear, tail feathers and engine mount were built in metal shop as soon as I had acquired the necessary amount of oxy-acetylene welding skills.

As soon as I had a car and a driver's license I would spend a fair amount of time in Kirkland, WA visiting with Louis Marsh, my mom's cousin, who started working with Bill Boeing in 1917. He went on to become the chief metallurgist for Boeing. His house is on the Historical Registry and a plot of land he donated to the city of Kirkland bears his name, Marsh Park. He was an inspiration to say the least.

After high school I attended Spokane Community

College's A&P classes and received my diploma and A&P ticket in 1977. I also started taking flying lessons in 1977 with Skybirds Aeroclub, Felts Field, under the tutelage of Retired Major Lowell Warren. I received my private ticket in March of 1978.

My first job as an A&P was with Machen, Inc, a mod shop located at Spokane International Airport. It is now Aerostar Aircraft in Hayden, Idaho. I learned many new skills during my 18 years with them. I finished the Baby Great Lakes and another one that I was helping on in the summer of 1980. Both flew well and it taught me a lot about flying small, short, taildraggers.

While at Machen, Inc., I started designing and building my current airplane. I wanted a biplane with side by side seating, sliding canopy, baggage, plenty of fuel to go somewhere and get back and comfortable to sit in for more than one hour. It was a long process from thought to fruition. I took out the drawing pencil in 1984 and the test flight was 1999!

My partner and aerobatic guide was Mr. William S (Bill) Buteux. He was the spark that helped the project come back to life after sitting in the corner of my Felts Field hangar for a few years. Bill is a great wood worker and fabric guy. The wings still shine with his touch after 14 years.

I met my lovely wife Jennifer in 1993 and kinda forgot about airplanes for a while. If you meet her you can understand why. We were married in May of 1994 just before my aviation career was getting ready to make another change. In the fall of 1995 I received my IA, Inspection Authorization and in January 1996 started a new job as Director of Maintenance for the Corporate Flight Department at Felts Field. I would be maintaining a Lear 35, C-90 King Air, and a 690B Commander. My main employer was NA Degerstrom. It was a step up not only in the type of aircraft I was working on but also in the fact I occasionally got to fly them too. Bob Robertson, Carl Quass and Mark Williams all gave me a lot of encouragement and training in these aircraft. I was now a Commercial pilot with multi-engine instrument endorsements. While employed there I was able to finish the new biplane and test fly it. The final sign off was done by a good friend and mentor, Dale Mumford, retired FAA inspector. The test flight went well with only minor adjustments to one interplane strut.

In February of 2003 I went to work for Felts Field Aviation as Director of Maintenance. I gained much valuable experience in the running of an FBO and a Part 135 Operation. This would later pay off in getting my Designated Examiner position from the FAA.

In the Spring of 2005 I left Felts Field Aviation and went to work for Merlyn Products at Spokane International Airport. Hugh Evans had been my first employer at Machen, Inc years before and now had a different company. He and his wife Suzanne were great to work for and made you feel like family. While employed there I did prototype design and fabrication work and test flying of the Beech Barons we were modifying.

I started my own company in 2007 in Deer Park, WA, Burrows Aviation. We have made many friends over the years, been involved in some historic projects like Addison Pemberton's Boeing 40C, of which we built the primary fuselage structure. Many other antiques and homebuilts have passed through our doors, each bringing a new friend or two into our lives.

(Continued on page 6)

Dear Washington Pilots Association Members:

We have renewed our relationship with American Income Life Insurance Company, serving working Families for over 50 years. We provide, at no cost, a group Accidental Death and Dismemberment Benefit for all members. We, in co-operation with American Income, will be sending a letter to all members introducing the benefits. Enclosed with the letter is a response card with which members can designate their beneficiary intent. Eligibility for this coverage does not require you to return the card. All members who return the card will be contacted by an American Income Life Representative to designate their beneficiary and have the option to purchase additional supplemental insurance benefits, and these benefits are voluntary to you and your family. The following have been implemented for effective communication ensuring the success of the program. American Income's levels of communication include:

- Executive Board Presentation
- Arrangements made to help process death claims

If you have any questions, please contact:
Amanda MacDonald, American Income Public Relations, at (253)266-5260.

Washington Pilots Association Board of Directors

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

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Skagit Regional

15400 Airport Drive, PO Box 348 Burlington, WA 98233



Skagit Regional Airport, owned and operated by the Port of Skagit, is the aerial gateway to Washington's beautiful Skagit Valley. Its 5,477-foot primary runway is suitable for business, commercial and recreational aviation.

NOTE: Data on this page comes from the WA Airport Information System Database (AIS).

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	10	Federal:	General Aviation Airport	Airport Elevation:	144
Associated City:	Burlington/Mount Vernon	State:	Regional	Approach Category:	B: 91 to < 121 knots
County:	Skagit				
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	Port	Number:	2	FAA:	IIB
Owner:	Port of Skagit County	Type(s):	Asphalt, Asphalt	Description:	Cessna Citation II

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Number of Cargo Carriers
Air Ambulance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Total Cargo Volume (Tons)
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	175,000
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Ground Transportation
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	AIS Last Updated: 12/22/2010
Wildland Firefighting	<input type="checkbox"/>	<input type="checkbox"/>	Bus Service
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Taxi Service
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Rail Service
Civil Air Patrol	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Marine Service
Cargo Activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Rail Service
Flight Training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Shuttle Service
Commercial Carrier Activity	<input type="checkbox"/>	<input type="checkbox"/>	Limo Town Car
			Other Ground Transportation

Comparison by State Classification

Airport	Classification		
	Low	High	
Based Aircraft	165	5	658
Operations	61,480	4,254	142,000

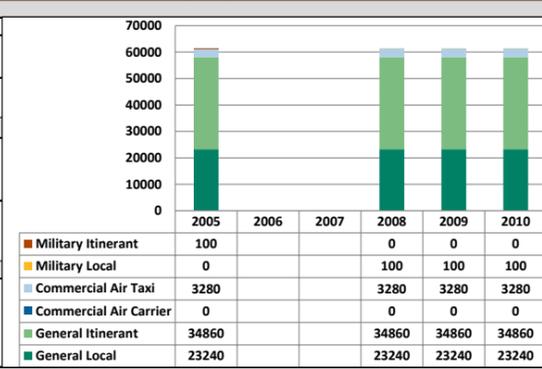
Commercial Enplanements*

2010	-
2009	-
2008	-

*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.

Fuel Service

80 LL	<input type="checkbox"/>
100 LL	<input checked="" type="checkbox"/>
MoGas	<input type="checkbox"/>
Jet A	<input checked="" type="checkbox"/>
Helicopter Fuel	<input type="checkbox"/>



Airport Businesses and Visitors

Economic and Fiscal impacts calculated for each airport start with activity that can be directly associated with the airport, namely the businesses operating at the airport and the visitors traveling through the airport. For economic impacts, multiplier effects are estimated from this initial activity as portions of wages and business and visitor spending are re-spent within the local economy. Impacts of airport businesses are analyzed within the defined economic impact region, visitor spending is analyzed statewide, since once visitors land they may spend their dollars throughout the state. For fiscal impacts, taxes paid to various types of jurisdictions from this business and visitor activity are estimated.



NOTE: All impacts are shown in 2010 dollars.

ECONOMIC IMPACTS

AIRPORT BUSINESSES

Counties in Impact Region:	Skagit
Direct Jobs:	Estimated jobs on the airport footprint (excluding businesses that are not aviation-dependent).
Direct Labor Income:	Estimated income paid to the Direct Jobs located on the airport footprint.
Direct Output:	Estimated value of original business activity that remains in the economic impact region (some business activity will be exported outside of the region).
Indirect/Induced Impacts:	Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts:	The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impact from Airport Businesses

Estimated Economic Impact	Direct	Indirect/Induced	Total Impact
Jobs	346	168	514
Labor Income	\$ 17,200,000	\$ 5,900,000	\$ 23,100,000
Output	\$ 39,200,000	\$ 18,400,000	\$ 57,600,000

VISITOR SPENDING

Impact Region:	Washington State (once visitors land they may spend their money throughout the state).
Total Visitor Spending:	Estimated total annual spending by visitors traveling through this airport.
Direct Jobs:	Estimated jobs supported by the total estimated visitor expenditures.
Direct Labor Income:	Estimated income paid to the Direct Jobs supported by visitor expenditures.
Direct Output:	Estimated value of original visitor spending that remains in the state (some visitor spending dollars paid to businesses will be exported out of the state).
Indirect/Induced Impacts:	Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts:	The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impacts from Visitor Spending

Total Estimated Visitor Spending:	\$ 2,413,100		Total Impact	All State Impacts	% State Impact
	Direct	Indirect/Induced			
Jobs	23	12	35	94,000	0.04%
Labor Income	\$ 670,000	\$ 586,000	\$ 1,256,000	\$ 3,311,700,000	0.04%
Output	\$ 2,100,000	\$ 1,800,000	\$ 3,900,000	\$ 10,160,600,000	0.04%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 4,500	\$ 131,000	\$ 26,000	\$ 1,200,000	\$ 1,361,500
Visitors	\$ 19,000	\$ 19,000	\$ 20,000	\$ 117,000	\$ 175,000
Total	\$ 23,500	\$ 150,000	\$ 46,000	\$ 1,317,000	\$ 1,536,500

NOTE: Tax estimates include Aircraft Excise Tax, Property Tax, Business & Occupation Tax, Sales Tax, Aviation Fuel Tax, State and Local Utility Taxes, Rental Car Tax, and Lodging Tax. Special Districts include Transit, Schools, Hospitals, Fire, EMS, Parks, Ports, Utilities, and others.



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Rekindle that Aviation Passion

by Ken Davies

When was the last time you were at the Bayview-Skagit Airport? Things have changed. The runways have been resurfaced and the taxiways repainted. There is flight training being offered at the airport again. So the next time you're in town drop by Cascade Aviation Flight Training and share your favorite "hangar flying" story, or go next store to the Kitty Hawk Café for a bowl of soup or a cup of coffee. You might find yourself rekindling that aviation passion again.

Think back for a moment to the time when aviation first came into your life and how you got introduced. Were you the kid looking through the fence as that Piper Cub or Taylorcraft lifted off the runway and headed for the sky? Or were you the kid that boarded that big commercial jet sat next to the window and poked your head out as it roared down the runway and jumped into the sky? Maybe you were lucky enough to be the kid sitting in the front seat of an aircraft and actually getting to take the controls and "fly" the plane. From that point on you were probably a changed person.

Aviation had gotten into your blood and you now had some sort of passion for aviation. Of course this is easy to diagnose. If you found

yourself looking to the sky when a plane flew over just to see what type it was. Or you waited and watched as it launch skyward and leave the pattern when a plane took off at your local airport. Or maybe you made reservations every year for OSHKOSH even if you had to fly commercial you enjoyed it so much. These are definite symptoms the "aviation bug" has bitten you.

Some people more than other were bitten harder. They had to take flying lessons, become a pilot, and maybe buy an airplane. Some maybe went on to become commercial airline pilots, fly the country and have the cockpit of the plane as their desk. Other pilots branched out into smaller aircraft and flew "Ag-Cats" or "bush flying."

As with all flying there was always "hangar flying" or telling the story about the time you were excited or scared for a moment on a particular flight. Some pilots flew for a career and others just flew for pleasure. But times have changed, costs have risen, the economy has tanked. Not as many pilots fly these days as used to fly. Maybe they had to stop to raise a family or put a kid through college. Maybe others had bills just get in the way. But for a "true pilot" that passion for aviation is still there.

President's Message (Continued from page 1)

demonstrating the power of collaboration). There have been festivals, fly-ins, movie nights and hangar parties, not to mention a pancake or two.

The point to all this is that there have been a bunch of busy aviators, all across the state of Washington, advocating, reaching out, educating and just plain socializing. That's what we do. If you haven't been a part of that, then now you know why you need to pitch in. It's too much fun to miss!

Membership renewal has begun. Dues

paid after August 31, make you a Member-In-Good-Standing through all of 2014. If you are renewing then it is simply a new year. In fact, with the grace period extending into January and February of 2015, first time membership sign ups right now entitle you to a whopping 17 months of membership. That's something to share when recruiting new members. You ARE out there recruiting new members aren't you?

Most importantly, go fly! There's nothing like getting above it all!

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Ad rates & info at <http://www.wpaflys.org/wings.html>

JOIN WPA

Please Join or renew today!

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WASHINGTON PILOTS ASSOCIATION



WPA Wings

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WPA WINGS is the bimonthly newspaper of the Washington Pilots Association (WPA), which represents the pilots of Washington State. Letters to the Editor are welcome. Letters must be signed by the author and a contact phone number provided.

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.

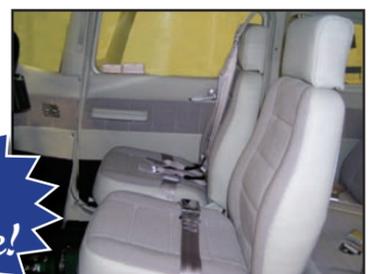
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Port Townsend Aero Museum

By Dave Lucke

The Port Townsend Aero Museum is a publicly-owned, IRS registered 501(c) 3 charity. The mission is to provide a place for young people, 12 to 21, to learn and to “build”. The Aero Museum caters to kids who want to be creative.

Maybe the youth volunteers come because of the antique airplanes, but they stay because they can fabricate. In the last eleven years they have built a world-class antique air museum. While it’s true that these kids learn how to restore an old pile of aviation junk into a grand champion, they also learn how to apply, to the practical world, what they have learned in school. The staff at the museum helps the kids to make the bridge between what they learn in school and how that knowledge can be applied. The average grade-point average among the kids has climbed dramatically, with a large percentage of straight “A’s” and the rest not far behind. They learn about responsibility and self-discipline.

Most of the museum income is generated through contract work, that of maintaining, repairing, or restoring aircraft belonging to the public. In recent months the museum has serviced to some degree 12 Cessnas, 4 Pipers, 3 Aeroncas, a Pilatus, a Fairchild 24 and an Avid Flyer. This work not only covers a large percentage of the expenses but also provides the youthful staff with varied jobs on various types of airplanes.

The museum also accepts aircraft donations. Recently a lady from Priest Lake, Idaho donated her late husband’s “Avid Flyer” project, complete with seaplane floats and a trailer. Another family donated a nicely restored 1946 Taylorcraft. For some people, donating their airplane works better for them than trying to find a buyer. The museum can facilitate that donation. The museum has sold cars, trucks, boats, engines, tools and everything else you can think of that may not be appropriate for the museum collection.

The museum is always looking for more work. Also, there are many opportunities to volunteer. The museum is available for many types of events such as birthdays, anniversaries, celebrations of life just to name a few.

Please consider a donation. Information is available on the website: ptaeromuseum.com. More and more the museum is finding companies that match employee donations. For example: Morgan Stanley, Boeing, Microsoft, COSTCO, Chevron, General Electric to name a few.

The museum is located at the Port Townsend Airport, 105 Airport Road, Jefferson County International Airport, Port Townsend, Washington. It is worth the trip !!!!!

Gerald Thuotte is the guy that started it and is the current President. He had lots of help from others. Feel free to contact the museum at 360 379 5244



Mr. Tim Thompson, Executive Director of the Alaska Airlines Foundation traveled to PTMA from Anchorage to present the check to Nick Saul.



Some of our young people pose with the Taylorcraft they have been working on.

Plane Makes Emergency Landing On US 395

by ASSOCIATED PRESS & KREM.com

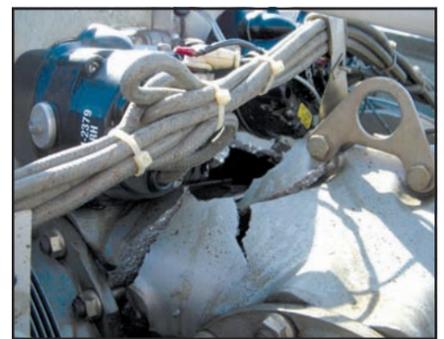
John Townsley is a member of WPA in Spokane. Congratulations John on an emergency landing well done.

PASCO, Wash. (AP) -- The Federal Aviation Administration says a light plane with two people aboard landed Friday night on U.S. Highway 395 north of Pasco in south-central Washington.

The pilot and passenger were reported unhurt and the plane did not hit any vehicles. FAA spokesman Allen Kenitzer said in an email that the pilot of the Cessna 182 declared an emergency due to engine failure. The plane suffered minor damage to its landing gear.

The Washington State Patrol identified the pilot as 63-year-old John Townsley of Spokane. The patrol said the plane was flying from Richland to Spokane when it lost power.

A State Patrol dispatcher in Yakima said one southbound highway lane was blocked late Friday night but traffic was getting by. He said the plan was to tow the plane several miles to a wider spot on the highway shoulder until it could be removed.



Saturday morning, with the assistance of law enforcement, the disabled plane was towed by a CAP aircraft safety team to the Eltopia exit off the freeway, and was stationed safely in a dirt parking lot. Members of the Yakima Civil Air Patrol CAP Squadron remained on scene. The CAP personnel planned to remove the wings and put the plane on a trailer to bring it to the Tri-Cities Airport to begin the official investigation into what caused the engine to stop.



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WPA Chapters Around the State

Most Chapters keep updated information on the WPAFLY.org website. Click on the "Chapters" tab for more information.

ANACORTES - The Anacortes chapter generally meets on the second Thursday of every third month (February, May, August and November) at 6:30 pm. Meetings are held in the Micro Aerodynamics hangar on the airport. **Contact Chapter President Karl Fischbach, TeamFischbach@gmail.net, 360-770-4260.**

BREMERTON - Check the website at WPAFLY.org, click the "Chapters" tab and click on Bremerton for detailed information. **Contact Chapter President Jim Posner, 415-990-0664, jimposner@comcast.net for further information.**

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 Thursday 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 Darold Schultz at 509-999-5835.**

GREEN RIVER - The Green River Chapter meets on the 2nd Friday of every other month (February, April, June, August, October and December) at Trotter's Restaurant, 825 Harvey Road, Auburn, WA 98002. Social time will start at 6:30 p.m. and the meeting will start at 7 p.m. Dinner will be served and there will be three entrees to choose from. Cost is \$20 per person. Meeting program information and upcoming special events can always be found at WPAFLY.ORG under the Green River Chapter tab. **For more information, contact Chapter President Jim Flynn at JKR6A2@SKYNETBB.COM or 206-498-4409.**

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 425-418-7655.**

NORTH SOUND/BELLINGHAM - The North Sound chapter meets every second Thursday of the month (except during June, July and August), at 7:00 pm at the *Whatcom Educational Credit Union WECU* 600 Block

of Holly St. in Bellingham. For more info on the North Sound chapter, contact **Kelly Beerman, kellybeerman@comcast.net, 360-441-0145.**

OKANOGAN & FERRY COUNTY - The Okanogan & Ferry County chapter meets on the third Thursday of the month, 6:30 at Whistler Restaurant in Tonasket. Our May meeting is the third Saturday at Twisp Airport. We have an afternoon Fly-in and Fry-in steak fry. Our August meeting is held at the Republic Fly-in on Saturday afternoon. If anyone is in the Twisp area on Friday afternoon please join us at our "meat burn" fire pit. **Call Bob Hoffman for information at 509-997-8141 or Lee Orr at 509-486-4502.**

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 paine-president@wpaflys.org**

SHELTON-SANDERSON - **Bruce Loftin, President, 360-455-4044**

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 Longhorn Barbecue on Argonne, beginning at 6:00 pm. Meeting program information and upcoming special events can always be found on the WPA webpage under the Spokane Chapter tab. **For more information, contact Chapter President Terry Newcomb, tnewcomb@idahovener.com or call 208-699-3716.**

TRI-CITIES - The Tri-Cities Chapter meets at 6:30 pm at Bergstrom Aircraft FBO, Tri-Cities Airport (KPSC), Pasco on the fourth Wednesday of each month. **For information contact Chapter President Mike White, mikeywhite@charter.net, 509-586-9785.**

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, fwinge@techline.com, 360-289-4186.**

WENATCHEE - **Don Flick, donaldflick@nwi.net, 509-885-6105**

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the first Thursday of the month. **For meeting location and other details, contact Cindy Fahsholtz, President at 509-895-4061, email cindyfahsholtz@yvmh.org.**

2013 Scholarships Awarded

by Kevin T. Kelly, Washington Pilots Association - Paine Field Chapter, Scholarship Committee Chair

The annual Kurt Mason Aviation Education Scholarship was established to promote continued education in aviation-related fields or flight training.

The scholarship program is named after long-time WPA member and Museum of Flight Restoration Center member, Kurt Mason. The program continues to grow as we get the word out to more schools and organizations.

The scholarship funds were awarded to three deserving individuals this year. These individuals each have their own unique aviation goals that they are pursuing, which it made it easier for the scholarship committee and chapter board to award multiple scholarships this year. The three recipients are:

Chris Young

Chris is married and a father of three children (their most recent child was born the weekend of September 2nd, 2013). He is currently attending Moody Bible Institute in Spokane, WA, where he is working toward a Bachelor of Science degree in Missionary Aviation Technology. Chris is receiving flight training to fly into unimproved areas of the world as he prepares to do mission work to help others abroad. He holds an Associate in Science degree as an Aviation Maintenance Technician. Chris received \$1,000 to aid his financial needs to continue pursuing his education goals.



Derek Morgan

Derek is a student at Central Washington University in the Aviation program. The scholarship committee was impressed with Derek's drive and determination to pursue a career as a pilot, since he—with the aid of an instructor—petitioned the FAA for a color-blindness waiver for a 1st class medical. Derek aspires to do some bush flying to gain experience, then move into corporate flying. He eventually wants to move into cargo operations later in his career. During the summer, Derek worked as a fire crew member on two large wildfires in Central Washington to earn money for school.

Derek received \$1,000 from the scholarship fund to aid his financial needs to continue pursuing his education goals.

Paolo Garcia

Paolo will be a Senior at Meadowdale HS this fall, where he is a member of the National Honor Society. He is also a member of the Civil Air Patrol's Paine Field Squadron, and he aspires to attend the U.S. Air Force Academy after graduating from high school. Paolo applied to our scholarship program because he was seeking funds to attend the Civil Air Patrol's 2013 Desert Eagle Flight Encampment in Ephrata, WA, for powered flight experience upon his selection to the program. He had secured approximately two-thirds of the required admission fee, so he was awarded \$500 from the scholarship fund to help him attend the encampment.

Many thanks go to our scholarship committee members: Les Smith, Kevin Mason, and Dave Wheeler. Special thanks to Karen Reid for getting the scholarship information fliers out to the Mukilteo School District.

We wish all of our recipients well as they continue to pursue their aviation goals!



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Membership Director



An opening exists on the State WPA Board for a Membership Director. This volunteer position is critical for our organization. Our strength comes from our numbers!

- Develop a message that conveys WHY it is important to be a WPA member.
- Develop collateral materials that deliver that message.
- Develop strategies that grow our organization.
- Utilize the WPA Management System to track membership levels state-wide.

If you have an interest in this position, and want to help your Association, please contact
WPA President Les Smith,
president@wpaflys.org

Bush Plane and Vintage Aircraft Fly-In at Deer Park Airport

By J. L. Brian

Pristine blue skies greeted aviators from around the Pacific Northwest as they flew over beautiful Deer Park on their way to the 1st annual Bush Plane and Vintage Aircraft Fly-in at Deer Park Airport.

Flying in formation, trailing smoke, a group of vintage bi-planes passed above the airport announcing to all who were waiting that the fly-in was about to begin.

Airport visitors watched displays of

piloting prowess that included flour-bomb drops, spot landing and short take off and landing (STOL) competitions.

One of the aircraft involved in the STOL competition was a Carbon Cub. The Cub, built from a kit, can, from a dead stop, lift into the air in under twenty-feet! The STOL winner was Dave Lake of Cub Crafters out of Yakima who was flying a Carbon Cub.

More than a dozen planes competed in the flour bomb drop and spot landing competition.

The spot landing competitors were divided into two categories, one for antique and bi-planes and another for single wing/non-antique planes. A pilot flying a Stearman bi-plane won the antique/bi-plane competition. He landed just 46 feet beyond the mark. A pilot in a Luscomb airplane won the single wing/non-antique category by landing his plane just twelve feet past the mark.

I don't know who won the flour bomb drop but the spectacle was incredible as the planes in competition strafed the target area with flour filled bags. The brave souls in charge of the competition were living life in the danger zone as bags of flour rained down around them.

In a hanger donated by Matt Brown, owner of Deer Park Aviation, radio controlled miniature helicopters, airplanes and quadrotor style aircraft performed harrowing maneuvers for appreciative onlookers.

A nationally ranked, local table tennis champion, Cody Hagel was on hand to demonstrate his table tennis prowess and take on those brave enough or confident

enough to believe they might be able to score a point or two against him. Cody's mother, Lisa, is a Deer Park High School Alumnus and founded "Spokane Table Tennis" www.spokanetabletennis.com.

PGA Golf Pro, Craig Schuh, from our own beautiful, Deer Park Golf Course, was on hand to offer golf swing analysis and offer suggestions for improvement.

It took a great deal of planning and coordination to make the expanded 2013 fly-in happen. Airport Manager, Penni Loomis and Darold Shultz who handles Maintenance and Operations at the airport along with Michael Jean who recently relocated to the area with his wife, artist, Karen Kievit worked tirelessly, as did Tim Taylor with Deer Park Ambulance to make this event a rousing success.

At least one thousand people visited the air show this year which is quadruple the number of recent years. The event has already had pledges of support from various branches of the military for next year and the expectation is that this event will continue to grow by leaps and bounds for the foreseeable future.



A Boeing 40 C competes in the spot landing competition during the fly-in. The Boeing placed 4th in the competition landing 123' past the mark.



Vintage bi-planes flying in formation grace the sky above Deer Park Airport on Saturday, July 20th, 2013.



This Navy Stearman bi-plane took first place in the spot landing competition, landing just 46' past the mark.

A cluster of flour bombs plummet towards their target!



HEY! We're NOT the TARGET!

Photos by J.L. Brian

Recreational Aviation Foundation Awarded AOPA Foundation Grant for Scientific Study

BOZEMAN, MT Sept. 18, 2013 – The Recreational Aviation Foundation (RAF) was selected to receive one of AOPA Foundation's \$10,000 awards from its "Giving Back" program. The RAF was one of ten charities who "do good work through general aviation, keeping pilots safe and safeguarding the future of GA," according to today's AOPA Foundation announcement.

The RAF has committed to match the grant with an additional \$10,000 and will seek contributions from associated organizations. The funds will pay for a scientific study of the impact of aircraft noise on wildlife, and form a credible basis for productive discussion regarding aviation access to some of our nation's special places.

The application process was led by RAF Florida state liaison, Jack Tyler with input from the Science & Environment Advisory Committee.

RAF's Science & Environment Advisory Chair, Dr. Ric Hauer, is Professor of Limnology and Director of the Institute on Ecosystems at the University of Montana. Under his direction, the study will commence summer of 2014. Field research will be conducted in backcountry airstrip settings; wildlife trapped; blood samples collected; decibel levels measured. The completed study is scheduled for peer-review April, 2015.

Using best scientific practices in research design and analysis, the goal of the study is to develop the first valid measures of stress-producing corticosteroids in birds and mammals attributable to noise from small aircraft in multiple backcountry airstrip settings. Publication in peer reviewed science journals will widely validate these measurements to land managers and the general public.

The Recreational Aviation Foundation is a non-profit 501(c)(3) charitable organization headquartered at 1711 W. College, Bozeman, MT 59715; 406-582-1723; www.theraf.org

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Safety & Education



Fellow Pilots,

Last month I introduced what I like to call "pilot pillars" or Safety & Education, Communication, Involvement, and Performance (SCIP). This month I would like to talk about the Communication pillar. Communication has come a long way over the years from the hand written letters or flyers on bulletin boards to email, text, Facebook, and Twitter. There are so many ways to provide effective communication to people. We just need to identify all the ways we can best communicate with pilots. Email seems to be a logical way that is cost effective if a person has an email account. Web pages seem to be another good way to provide valuable information that is cost effective as well. But there is one way I know of that gets to people in an expedient manner if necessary and that is a phone call or "word of mouth." If you need to get in touch with your fellow pilot friend in a hurry you are not going to email them or leave them a Facebook message. You will probably pick up your cell phone and call or text them the vital information. Then it was us who decided it was vital they receive the information in an expedient manner. That brings me to the point I really want to make about communicating with one another. What is important to one person may not be important to another as each one of us has different priorities. So maybe we need to figure out a way to communicate to pilots ensuring all their priorities are covered. That is the question. Now we just need to find the answer, and there probably is more than one. I would ask that you help me with this challenge. Please email me your ideas (or answers).

Fly Safe,
Ken



Matt Burrows in "It's About Time" chasing the pylons at Reno.

Matt Burrows – Spokane Area’s Newest Reno Air Race Pilot

(Continued from page one)

In 2007 I was able to attend the Reno Air Races and for the first time realized that they were racing biplanes there too...not just warbirds!! I became friends with Tom Aberle of Fallbrook, CA. He flies the Phantom, a highly modified Mong Sport that goes over 280 mph...top speed is classified. He qualified one year at 260+mph on the course. Keep in mind you pull 5 G's on the pylons at that speed.

I was inspired to make it a goal to eventually race my aircraft at Reno. Several years came and went before that became a reality. I called Tom in March of 2013 and told him I was finally going to make it this year. He said, "It's About Time". Unknowingly he had just named our aircraft."

I attended the Pylon Racing Seminar in June and received my race pilot certification. Race packets had to be filled out and sent to Reno by the end of June. It was literally 15 pages of information in order to race.

During this time I had many awesome folks step up to help sponsor my participation in the 50th Annual Reno National Championship Air Races. It could not have been done without them. I had six people including my two

youngest sons Michael and Nicolas, step up to be on my pit crew for the races. They made my job easy...I had the fun job...all I had to do was fly...and land.

We have received a lot of great press and comments from this, even USA today had three pictures of our aircraft in their coverage of the event. The centerfold picture in this year's Reno program for the races was a picture of our plane. It was a neat surprise.

We made many new friends and some new customers from this year's event. We are currently at work on a more competitive biplane named "Jen's Fury" after my wife and main supporter. It is on the gear with tail feathers and wings under construction. We are soliciting sponsors to make this happen for 2014's Races, so if you know anyone that would like their name on a race plane, drop us a line.

All in all, if you have never attended the Reno Air Races...put it on your bucket list... you will make friends and memories that will last a lifetime!! A big thank you to my family and everyone that made this happen for us this year!"

"See you at the RACES."
Matt L. Burrows

Scholarship Recipient Graduates, Joins U.S. Navy

by Kevin T. Kelly, Washington Pilots Association - Paine Field Chapter, Scholarship Committee Chair

Luciano Worl, the 2012 recipient of the Kurt Mason Aviation Education Scholarship, sent a recent update on his progress toward his aviation goals.

Luciano graduated Summa Cum Laude from Central Washington University on June 8, 2013, with a Bachelor of Science degree in Aviation Technology (minor in Aerospace Studies). During his aviation training at Midstate Aviation in Ellensburg, he earned his Private, Instrument, and Commercial ratings.

In an attached thank you note, he detailed he next steps in his career goals:

Dear WPA – Paine Field Chapter,

I'd like to thank you for all of your support and the wonderful scholarship you presented me with last year. Two

weeks ago I graduated CWU with honors and tomorrow I fly to Navy OCS [Officer Candidate School in Newport, RI].

My dreams are slowly becoming a reality and you played a large role in that happening. Thank you so very much.

-Luciano Worl

We wish Luciano the best of luck in his future endeavors, and we hope to get further updates on his progress towards becoming a Naval Aviator.



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17th Annual Bremerton Blackberry Festival Fly-In Draws Crowds

Jim Swartwood, Bremerton Pilots Association

It turned out to be a beautiful day for the annual Labor Day weekend fly-in on Saturday August 31, 2013, sponsored by the Bremerton Pilots Association (BPA) and the Port of Bremerton.

The day started with car show entrants arriving early with their classic cars and hot rods, positioning them along the flight line in front of the Airport Diner. By the time registration closed more than 100 cars had shown up for the event organized by BPA member Doug Haughton.

Entry fees from the car show generated a donation of \$845 to the BPA scholarship fund.

The West Sound Military Vehicle Preservation Club also arrived early wearing WWII army uniforms to set up their display of jeeps, trucks, half-tracks, weapons carriers and other equipment at their open encampment near the diner.

EAA Chapter 406 set up their Young Eagles operation in the airport terminal building and got busy. They flew more than 130 kids before the day was done. Young

Eagles is an EAA sponsored program that provides free flights to youngsters between 8 and 17 to introduce them to aviation.

Soon after that the aircraft began arriving. The Northwest Beech Boys Formation Team lined up their Bonanzas as others took positions along the flight line as they arrived. Although fly-in aircraft registration was light this year, there were some very nice aircraft present on the flight line that day.

Early on Roger Collins fired up his very impressive T-28C Trojan and made a couple of passes over the field before parking it back on the flight line. It drew quite a few admirers from the crowds of people that showed up to see all of the cars and airplanes on display for the day.

Aircraft judging began later in the morning. Best Classic entry was the polished 1946 Luscombe 8C owned by Gregg Reynolds from Olympia.

Best Homebuilt was a white 2000 Vans RV-6A owned by Tim Alentiev from Crest Airpark. Best Contemporary was Stephanie Allen from Paine field with her immaculate 1968 red C172K which edged out William

Stoelt's 1964 beautiful white Beech Bonanza S35. Greatest distance went to Mike Sweeney who flew his 1961 C182 in from Scappoose, OR.

The Bremerton Pilots Association would

like to express many thanks to all who participated and helped us have yet another successful and very well-attended fly-in. We will be doing it again next year so mark your calendars - Saturday August 30, 2014.



Roger Collins and his T-28C Trojan at the Bremerton Blackberry Festival Fly-in

The Unsung Generosity of the GA Community



Hutton Settlement kids ready to go fly!

by David Ulane

Having transplanted from Denver to the Spokane, Washington area just a couple of weeks ago, I'm already enjoying the opportunity to meet fellow pilots and AOPA members in the state, most of whom also belong to the Washington Pilots Association (WPA). WPA is one of the strongest and most well organized state pilots associations in the country, and like many such groups, its members generously contribute their time, resources, aircraft and passion for aviation to help others who are less fortunate.

This past weekend, I was able to see this generosity first hand as Spokane members of the WPA volunteered their aircraft to fly 26 children from the Hutton Settlement in Spokane to Priest Lake, Idaho for a day of fun on the water, including swimming, jet skiing, water skiing and more. Until moving here, I had not heard of the Hutton Settlement, which is an historic children's home in Spokane, that for nearly 100 years has nurtured, educated and prepared children who are in need of

a safe and healthy home. Each year, WPA members in Spokane fly a group of kids from the Settlement (ranging in age from 7-18) up to Priest Lake. And each year, according to Settlement staff, this event is one of the most eagerly awaited and memorable days for these kids, all made possible by the Spokane GA community.

While full airplanes and my own current lack of aircraft access precluded my travel to Priest Lake, I was fortunate enough to enjoy the smiling faces of all these kids as we loaded them up and watched them take off for a day on the water, a take off that for most, was their first airplane ride ever. There's nothing like being around airplanes, fellow pilots and an enthusiastic group of excited kids to even further fuel one's passion for flying!

It's unfortunate that the general public can't see more of this side of our community, and the commitment that so many of us have for using GA for the benefit of others. While the media has covered this event previously, (Continued on page 8)



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WPA CALENDAR OF EVENTS

October 1, 2013 (Tuesday)
6:00pm Arlington Chapter @ NASA Restaurant

October 2, 2013 (Wednesday)
9:00am North Sound Chapter

October 3, 2013 (Thursday)
Yakima Valley Chapter
Free Admission www.museumofflight.org

October 4, 2013 (Friday)
6:30pm Paine Chapter

October 5, 2013 (Saturday)
EAA Breakfast @ 7S3 (Oregon) www.eaa105.org
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

October 9, 2013 (Wednesday)
9:00am North Sound Chapter

October 11, 2013 (Friday)
7:00pm Green River Chapter @ Trotter's Auburn

October 12, 2013 (Saturday)
10:00am Harvey Field Chapter @ Snohomish Flying Service
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
BPA Youth Aviation Scholarship Auction & BBQ
www.bremertonpilotsassociation.org

October 16, 2013 (Wednesday)
9:00am North Sound Chapter
7:00pm Olympia Chapter Meeting @ Pearson Air

October 17, 2013 (Thursday)
7:00pm Clallam County Chapter @ Rite Bros. Aviation
Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

October 19, 2013 (Saturday)
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

October 23, 2013 (Wednesday)
9:00am North Sound Chapter

October 24, 2013 (Thursday)
6:30pm Deer Park Chapter @ Deer Park Airport Administration Building

October 26, 2013 (Saturday)
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

October 30, 2013 (Wednesday)
9:00am North Sound Chapter

November 1, 2013 (Friday)
6:30pm Paine Chapter

November 2, 2013 (Saturday)
EAA Breakfast @ 7S3 (Oregon) www.eaa105.org
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

November 5, 2013 (Tuesday)
6:00pm Arlington Chapter @ NASA Restaurant

November 6, 2013 (Wednesday)
9:00am North Sound Chapter

November 7, 2013 (Thursday)
Yakima Valley Chapter
Free Admission www.museumofflight.org

November 9, 2013 (Saturday)
10:00am Harvey Field Chapter @ Snohomish Flying Service
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

November 13, 2013 (Wednesday)
9:00am North Sound Chapter

November 16, 2013 (Saturday)
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

November 20, 2013 (Wednesday)
9:00am North Sound Chapter
7:00pm Olympia Chapter Meeting @ Pearson Air

November 21, 2013 (Thursday)
7:00pm Clallam County Chapter @ Rite Bros. Aviation
Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

November 23, 2013 (Saturday)
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

November 27, 2013 (Wednesday)
9:00am North Sound Chapter

November 28, 2013 (Thursday)
6:30pm Deer Park Chapter @ Deer Park Airport Administration Building

The Unsung Generosity of the GA Community

(Continued from page 7)

there was no fanfare, adulation or coverage of this great story this year- just a group of pilots doing what they love to do: flying and providing others with exciting and memorable opportunities they might not have otherwise experienced.

So as you and your fellow aviators share your love of flying and contribute your time and aircraft for the benefit of others, be sure to share your story. Our airport neighbors need to know that the impact of GA in our communities extends far beyond their usually narrow perceptions.



This young lady scored arguably the best seat to Priest Lake in Kyle Kin-yon's beautiful RV-4.



WPA Spokane Chapter President Terry Newcomb, Past WPA President Dave Lucke, and WPA member Charlie Cleanthous ready to load kids in Dave's 182.



Scholarship Fund-Raising Auction!!

The Bremerton Pilots Association invites you to support the critically needed, next generation of pilots by helping young adults (17-21) get their license! The scholarship, as matching funds, pays for about half of their training, ground school and check ride. *We will have minted six new pilots this year and hope to do the same next year!* That means we need to raise over \$21,000 so we need your help.

Join us on **October 12th** in the large Avian hangar at Bremerton National Airport (KPWT). Many great aviation products and services have been donated by our sponsors for us to auction. ALL of the money goes into our scholarship fund. *If you can't be there in person, you can call in and place your bids!*

Here is a sampling of what will be available to bid on:

Alaska Airlines - two round-trip unrestricted tickets to anywhere in their system

Electronics International - UBG-16 engine monitor with probes

B.A.S., Inc. - set of shoulder harnesses for a Cessna

GARMIN - GDL-39 ADS-B receiver

Whelen Engineering - LED beacon

King Schools - two \$279 gift certificates for anything in their catalog

Lightspeed Aviation - Zulu 2 ANR headset

Precise Flight - 4-place portable oxygen system

Another Sponsor - Prize

Tempest - set of 12 spark plugs

Avionics Shop at Tacoma Narrows - two AV8ORs from Bendix/King

Aircraft Spruce - several goodies from their product selection

Airplane, balloon and helicopter rides, oil change, magneto overhaul labor, BFR, books and much, much more!

Lunch will be served and there will be plenty of free parking for those who want to fly in. There's a \$15 charge to cover the expenses so that ALL of the auction money goes to the scholarship fund.

Mark your calendars for Saturday, October 12th at Noon!

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