



Wings

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EVERGREEN FIELD TO CLOSE FOREVER JULY 18

LONG EXPECTED CLOSURE FINALLY COMES, TREASURED AIRPORT WILL BE MISSED



The grass is still green and smooth, the views are still pretty, and people there are still friendly. But airplanes won't be landing much longer at Vancouver's Evergreen Field.

Evergreen Field, long a popular center for grass-roots general aviation flying in Vancouver, Washington, is slated to close permanently on July 18.

The airport's closure has been rumored and expected for years, but this time it's for real: the white Xs will go on the runway ends shortly after the airport officially closes for good, at 8:00 pm on July 18.

For many Northwest GA pilots who have loved this little airport, it'll be a sad day. Countless pilots learned to fly here, and many in the Portland-Vancouver area and beyond area fondly remember the airport's founder and longtime protector, Wally Olson, and his Evergreen Flying Service, as well as the wonderful community that the airport was for so many years.

Wally started the field back in the 1940s when the site of the airport was out in the country, surrounded by little more than open fields. The field became a thriving general aviation community with a busy flight school, maintenance facility, and was the kind of place where the joy of flight was always present. For decades, the field was home to the annual Northwest Antique Airplane Club fly-in (now held at McMinnville).

The airport was legendary as a place where taildraggers, ragwings and vintage planes were completely at home. Charles Lindbergh even stopped in one day and took a short hop in Wally's old Aeronca.

But in a story that's become all too familiar, what had once been open country around the field started to fill in, as development began to crowd the little airport. Wally resisted many offers over the years to sell out and cash in on escalating land values – but he wasn't interested in that. His treasure was his airport.

But the development pressures, and the taxes on the land, continued to increase. Wally passed away a few years back, and after several years of struggling to try and find a way to keep the airport open which all proved unsuccessful, the family has finally settled the estate, and the airport has reluctantly been sold. Construction on a new mixed development to be called "The Landings" should begin on the airport site later this year.

Airport activities are now winding down. The based aircraft are starting to move out, and everyone is telling their stories, shedding a few tears, and remembering the wonderful place that Evergreen has been for so long.

We're losing a real gem of an airport in Evergreen. We should remember it fondly, and honor its memory by working to keep our remaining airports open. 



After 60 years serving the grass roots of general aviation, Evergreen's closing is bittersweet.

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Washington's Lost Airports: GONE BUT NOT FORGOTTEN

Did you know that there were once airports scattered all across the state, from Neah Bay to Walla Walla, and almost every place in between. Airports in Bellevue, Maple Valley, Bothell, Duvall, Issaquah – and more than 300 other places, from cities to remote back country. Read more about our rich aviation history inside.



SEE LOST AIRPORTS OF WASHINGTON ON PAGE 8 OF THIS ISSUE

Your General Aviation Airports: Pray For the Dead, and Fight Like Hell For The Living

What would you do without your friendly neighborhood general aviation airport? As unpleasant as the idea might be, it's something we should all give some thought to from time to time. Why? Because many of our airports are just one or two local budget shortfalls, a couple of angry neighbors, or one aggressive developer away from oblivion.

Airports are surprisingly fragile things. That may sound downright silly, with all their concrete and steel and turf, but for a lot of our airports, it's true, and it wouldn't take too much to remove many of them from the next edition of the sectional.

Learn From History

They say that those who fail to learn from history are condemned to repeat it. Pilots should take a long, hard look around at our landscape littered with housing developments, shopping malls and office buildings in places where light aircraft once landed, fueled up, and tied down for the night.

In this issue we're focusing on the ongoing struggle for our general aviation airports. We note the sad passing of one of our state's most beloved grass roots aviation communities (page 1). We also see serious threats to several other airports: at Tacoma Narrows, shortsighted city officials are toying with the idea of closing or selling this great airport (page 3). And at Harvey Field in Snohomish, another of our grass roots airport gems, the airport owners and local pilots are facing growing noise concerns from their neighbors which cannot be ignored (page 5). Other Washington airports, including Blaine and Anacortes, continue to face similar challenges.

The pressures on these airports are textbook examples of the things that have killed our general aviation airports again and again: encroaching development; hostile, indifferent or misguided public officials; difficult relations with airport neighbors; and finances that just don't quite add up.

Pray For The Dead

We would do well to learn and heed the lessons of airport closure history. Towards that end, we offer a sobering, perhaps surprising look at the shocking number of airports we've lost across the state of Washington over the years (Lost Airports of Washington, page 8).

According to statistics from AOPA, somewhere in the United States a general aviation airport closes about once every two weeks. Sadly, this is not a new phenomenon, and it's something that we've struggled with here in Washington. But it may be a struggle that we're starting to get just a little bit better at fighting.

Fight Like Hell For The Living

Efforts to close several of our airports have been turned aside, at least for the time being. We should savor those victories (while not letting down our guard), and learn what worked. In each case, it was a slightly different mix, but in all cases there were some common threads: airport supporters got organized (or were already organized) and worked all the tools they had at their disposal. And when airport supporters "won" they didn't march away and disband. They know that one of these days another threat will come to their airport (or the one they turned aside will come back again). They're continuing to work to address the conditions that ultimately gave rise to the threats to their airports.

Expect An Uphill Battle

If you look at the "demographics" of our GA airports, to a large extent they mirror the pilot demographic - which is to say, we're not getting any younger, and we're probably not in the same shape we once were. Down at the airport, middle-aged men are referred to as "the young guy" and there's a lot more gray eagles than young eagles.

The Graying Of Our Airports

Our airports are aging, too. Like much of the vintage infrastructure in this country, most of the airports we enjoy were built (often by some arm of the federal government) back in the 1930s or 1940s, with many tracing their roots back to the depression-era public works programs or defense construction before or during World War II.

Many pilots are familiar with the obvious demographic challenges we face: an aging pilot population, with more pilots leaving our ranks than there are new pilots to replenish our numbers.

What might not be so obvious is that we're facing a similar "demographic" shortfall when it comes to our airports. Most of us can remember an airport or three that we've seen close. But who among us can actually recall the last time there was a new airport built?

Where Will You Land Tomorrow?

Obviously, if we keep losing our airports at a steady clip, and there are no new ones coming online to replace them, we're headed for some serious trouble. New, modern aircraft designs packed with the latest electronic miracles are great, but they won't do us much good if we've only got a handful of places left where we can go in them.

There are no easy answers for these challenges. But one thing's for sure: if we fail to protect our airports, they won't be around indefinitely. ➔

WPA WINGS welcomes letters and opinion pieces on general aviation issues, WPA business, and our publication's content. Send your comments via email to wpawings@wpaflys.org, or via postal mail to WPA Wings, P.O. Box 17683, Seattle, WA 98127. We reserve the right to edit letters for style, content and length.

TACOMA NARROWS: TACOMA'S LAST AIRPORT TOO GOOD TO LOSE

Guest Viewpoint by Phillip Graves



Tacoma Narrows boasts many of the amenities that make an airport a great place to base your plane, learn to fly, or stop in for a in for a visit. Pavco (above left) has operated a friendly, full-service FBO on the field for over 20 years. The Narrows Landing Restaurant (above right) is newer, but has gained a following from both locals and fly-in visitors in search of a tasty meal.



Tacoma Narrows Airport is the undiscovered jewel of south sound aviation. Situated on the southern Kitsap Peninsula, the single north south runway overlooks the deep Narrows Channel; it offers pilots a front row seat to construction of the New Narrows Bridge. Approaching from any direction on a clear day, you enjoy panoramic views of Mt. Rainier to the southeast with the backdrop of the Olympic Mountains to the west and dozens of sapphire blue inlets of the Puget Sound sparkling down below.

The airport is the last of many that have served the city since the 1930s. Originally called Tacoma Industrial, it served a thriving aviation community along with Tacoma Airpark, South Tacoma and Northeast Tacoma airports. These and six others all fell victim to urban sprawl, noise complaints and owners who sold due to lack of interest.

Arriving on a summer Saturday, it's a left downwind for runway 35. There's a great view from the pilot's side of the new Narrows Bridge. The friendly voice from the tower calls traffic on a straight in for you to follow. A blue and white Mooney scoots along over the water, its tail giving it the look of a Terrier in a hurry. Base leg aims you at the strange double vision of the two bridges, side by side. Turning final, there's a strong illusion of a carrier deck approach as the bluff suddenly jumps up 400 feet from the beach to meet you. Thank goodness for the VASI.

Taxi past a row of hangars once you call clear of the runway, there's a dad and his son pulling out their club Cardinal from the hangar, two older chaps lean against a pickup after washing a red Cherokee. There's parking below the tower and an audience watching your performance from the Narrows Landing Restaurant, a great place to critique the landings and enjoy a meal that seems too good for an airport cafe. Hal and Dossy Barker will show you around the place, with a fantastic array of aviation memorabilia. It's become popular with the locals, thanks to the chef's extensive menu (including box lunches for those going aviating), a full bar (for those telling aviating stories) and the wonderful staff that must endure then all.

PAVCO Flight Center always has hot coffee for you and fuel for the steed. Mike Pickett, the owner, has been there since the early 1980's so he knows most everyone. It's a full service FBO, with maintenance, pilot supplies, and a line of newer 172's, 152's, an Aztec, and a pair of Skyhawk RG's with folding legs round out the fleet. The prize of the line waits out in front of the hangar: a stunning new 182 on amphib floats, looking like an adventure novel waiting to be written. That's the float rating I always wanted: there would be a spot for my dog, Lucky, to come along, and a cooler for all the Sockeye I'll catch in an uncharted inlet up the Canadian coast.

A rental car from Executive Terminal can take you to the historic downtown Tacoma. Restored buildings from the last century seem quite comfortable next to trendy, upstart shops and cafes. With the Museum of Glass, the Tall Ships festival and new convention center, there must be a dozen excuses to fly down to Tacoma for the Day.

I bring my kids to the airport for an ice cream and to watch the Cubs and corporate jets come and go. The taildraggers get special interest, conversations fade away and all eyes squint and follow the frantic wobble of the rudder and the flapping of the ailerons until it settles to earth like a fussy pelican trying to look dignified. We let out a collective sigh of relief for the pilot's efforts.

I'm reminded of those old airports that used to dot small fields around my home in Tacoma. Where my kids toil away in school all day, I try to imagine the playground that was once City View Airport. Rows of Cubs and Champs once parked, waiting to charge down the grass, leap off the bluff and climb out over Commencement Bay. Then other people came (non pilots) and they needed schools and stores, but something is missing for us aviators,

the neighborhood airport. I guess pilots don't need so many bowling alleys, strip malls or soccer fields as other folks do.

Watching a summer day drift away at the airport isn't a waste of time for me. The smell of the new mown grass, the yellowing sun casting long shadows as the plane taxis up and coasts to a stop in front of a tidy little hangar. The prop slowly ticks over the last few revolutions and the popping of the hot engine cooling down makes the sudden quiet seem heavy with meaning.

Tacoma Narrows has an uncertain future. The city wants to sell or transfer ownership. I began writing letters to everyone I could think of, hoping they would use this special place carefully and wisely. Our children need a place to build, fix and fly the airplanes of the past and the as yet undreamed of craft of their future. They deserve to have someplace for their own dreams to take wing. I hope this last airport to carry Tacoma's name does not fade into history like the others. It's up to us to do something about it. ➔

WPA member Phillip Graves is a 20 year airline pilot who enjoys general aviation flying out of Tacoma Narrows. He has recently become concerned about the city's plans for the airport's future.



WPA Wings

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Be smart, and please fly safely.



AIRPORT PRESERVATION & CONSERVATION: AN IDEA WHOSE TIME HAS COME.

If you think conservation and preservation are words that only apply to the natural environment, think again.

There are movements to conserve and preserve everything from historic buildings and other places, to languages, to cultural traditions and other practices. Airports should be no different.

There's a new group in our state, working on just that: The Pasayten Airport Preservation Association, or "PAPA," was recently formed to help preserve the Pasayten Airport (see page 9). Their stated goal is to preserve Pasayten as an airport. This is a worthy if ambitious goal, and one that we should all support.

We should also watch to see how it goes. We have many airports throughout the state that are clearly historic, and some of those are also threatened. If the good people running PAPA can make some headway, perhaps we can all learn from their example and apply their experience to other historic airports facing challenges. ➔

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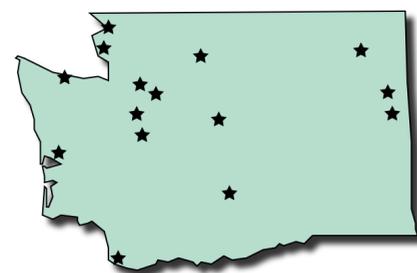
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WPA GET INVOLVED WITH WPA

WPA CHAPTERS AROUND THE STATE



There are WPA chapters located throughout Washington. Connect with other pilots in your area, help support your local GA airport, and get involved with your local chapter.

ANACORTES - The Anacortes chapter generally meets on the second Thursday of every third month (February, May, August and November) at 6:30 pm, but will be meeting every month through May. Meetings are held in the Micro Aerodynamics hangar on the airport. Contact Warren Walz via email at www@wnca.com.

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 Gene Rimov at (360) 452-2806.

COLVILLE VALLEY - For current meeting schedules, please contact Harley Howell, Jr., (509) 684-2105, email swiftflight@ultrapix.com.

DEER PARK - The Deer Park chapter meets on the fourth Friday of the month, every month except November. Meetings begin with a potluck dinner at 6:30 pm, with chapter business starting at 7:15 pm, and the program begins at 8:00 pm. Meetings are held at the Deer Park City Hall, and

visitors are always welcome. Please contact Bill Moore at (509) 276-2479, email moore3@ix.netcom.com.

GREEN RIVER - The Green River chapter meets for dinner at 7 pm on the third Friday of each month, at the quonset hut at 790 Perimeter Road at Renton Airport (that's the first building north of the control tower). For more info of the Green River chapter and its activities, please contact Tom Little at (425) 277-1894, email tom.little@earthlink.net.

HARVEY FIELD/SNOHOMISH - The Harvey Field chapter meets on the second Saturday of the month, April through October at 9:00 am in Hangar 15 on Harvey Field. November thru March we meet before the movie at "Harvey Field Night at the Movies," with meetings starting at 5:30 pm, and those attending encouraged to stay for the movie.

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 Wayne Landis at (360) 647-8206, email landiswg@comcast.net.

OKANOGAN COUNTY - The Okanogan County chapter meets on the third Thursday of the month, on the airport, alternating between Omak and Tonasket. Drop-in visitors and non-members are always welcome. To confirm meeting details and for more information please contact Bob Ulrich at (509) 997-3853, email blmtwisp@methow.com.

PAINE FIELD - The Paine Field Chapter meets every Saturday morning at 10:00 am for a fly out lunch. Just show up at the Regal FBO. For more info on the Paine Field chapter activities, visit their website (accessible from the main WPA website at www.wpaflys.org), or contact Robert Hamilton (425) 806-0249, email roberth@seattleavionics.com.

GREATER SEATTLE - The Greater Seattle chapter meets on the third tuesday of the month, at 7 pm in Room 110 of the Boeing Field terminal building, 7277 Perimeter Road. A light dinner is provided. Contact John Amico at (206) 232-7246, email johnamico@comcast.net for details.

SOUTHWEST/VANCOUVER - The Southwest/Vancouver chapter generally meets on the last Tuesday of each month, starting at 7:00 pm, at the Pearson Air Museum on Pearson Field (VUO), in Vancouver. For more information on the Southwest/Vancouver chapter, please contact Bill Schroder at (350) 573-6020.

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 fly-outs every Saturday morning, weather permitting. For more information, contact Blake McKinley at (509) 924-0070, email spokaneendo@earthlink.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) 289-4186, email fwinge@techline.com.

WENATCHEE - The Wenatchee chapter doesn't seem to be very active at this time. We hope to be able to provide more details on this chapter in the next issue.

YAKIMA VALLEY - The Yakima Valley chapter meets for dinner on the last Friday of the month. For meeting location and other details, contact Ola Vestad at (509) 965-2681, email viking@wolfenet.com.

WPA IS GROWING - NEW OLYMPIA CHAPTER FORMED

A new WPA Chapter is currently being formed in Olympia, to serve pilots in Olympia and nearby the south Puget Sound communities. The new chapter is still in the process of forming up and details on meetings are still being determined.

To get involved with the new Olympia Chapter, please contact State WPA President Jim Smith at jimsmithcfi@msn.com.

FIRST-EVER ANACORTES FRIENDLY FLY-IN A ROUSING SUCCESS

By Warren Walz, WPA Anacortes Chapter President



Curious young airport visitors check out the Civil Air Patrol Maule (above); people, planes and pups mixed well at the friendly fly-in (above, right); and some little ones got their first taste at the controls (right).



After a year of challenges for our airport, the first ever Anacortes Friendly Fly-in was held on Saturday June third, and the event turned out to be a rousing success.

Saturday morning, June 3rd, dawned clear over the Anacortes Airport. Ninety-six fixed winged aircraft arrived along with 5 helicopters, for a total of 101 aircraft. The Navy flew a CH-60 Seahawk in for a static display. Airlift Northwest personnel showed off their helicopter and explained operations. Chief Petty Officer Ken Thompson provided a great safety seminar about NAS Whidbey Tower operations. Over 900 hamburgers and hotdogs were served by 48° North. Music was provided by Evan LaRue and the Renegades Band. The Civil Air Patrol was present and helped to marshal aircraft.

The Anacortes Chapter of the Washington Pilots Association wishes to announce that over \$800 was donated to the Relay for Life during the Friendly Fly-In. The money was raised by raffling off three airplane rides. First prize was won by Christian Holtz of Seattle; he chose a seaplane ride for three. Jeff Brown of Mount Vernon won second prize; he chose an aerobatic ride in a Pitts. Third prize was won by Gunilla Wold of Anacortes, a sightseeing trip over the San Juan Islands.

We had a party and the area came. We are so happy!!!

Bandera Work Party Clears Approach

By Colleen Turner, WPA Communications Director



Marlo Jones climbs out from Bandera - now with fewer trees around the perimeter to worry about.

The Seattle Chapter held our annual Work Party at Bandera State Airport (4W0) on Saturday, June 17. The turnout was great, and the weather even cooperated.

Our mission for the day was to cut down trees that have been encroaching on the perimeter of the airport and to feed the branches into the ever-grinding chipper. I don't know how many trees we felled or how many branches the chipper ate, but it was a lot. We have been working our way around the airport perimeter for the last several years, and this time we completed the circuit, with trees now trimmed back on all sides. So...when the party was over, what did we have to show for all of our hard work? Many stacks of firewood, many piles of crushed branches and leaves disgorged by the chipper, and most importantly, a safer runway!

Thanks to John Amico's efforts and culinary talents, the whole gang was treated to a hearty and tasty lunch of barbecued steak, hotdogs, corn and beans. John even provided a tent for cover in the event of rain. Speaking of rain, there wasn't any. In fact, we couldn't have had better weather - no rain, few bugs and cool enough that we didn't sweat too much. I had a great time, in spite of the fact that I discovered new muscles in my upper body and came home adorned with mud. The camaraderie that we shared while working together to preserve Bandera State Airport was a rewarding experience and I was proud to be a part of it.

Pilots Urged to Fly Friendly - Be Good Neighbors!

NOISE ABATEMENT REMINDER FOR PILOTS AT HARVEY FIELD

By Barb Schach, Harvey Field Chapter

A meeting was held at Harvey Field, S43, on May 23rd, to discuss ways to decrease the impact of noise on residents in the area. Some residents who live northeast of the flight path of runway 32 have been calling the airport regularly with complaints. Kandace Harvey, the owner of Harvey Airfield, hired an aviation consultant, David Ketchum, to mediate the meeting and come up with some solutions.

The meeting was attended by about 30 residents and about 15 pilots. Some of the residents were quite angry and vocal. By the end of the meeting, though, both the residents and the pilots had a better appreciation of the situation. The pilots made it clear that they want to be part of a solution to decrease the noise. It was felt that the best way to do so would be through better education of the noise abatement procedure.

The proper noise abatement procedure for runway 32 is to track the runway centerline until crossing the railroad. Then pilots should turn to a heading of 290° before the river and stay on the north side of the railroad tracks. Pilots should climb to 1000 feet before heading northbound.

All pilots, whether based at Harvey or flying in for a visit, are urged to learn and follow the noise abatement procedures.

It is important to watch for aircraft approaching the airport on the 45. These aircraft will be coming into the pattern from the south side of the railroad tracks. New signs depicting the noise abatement procedure have been designed and will be placed at key points at the airport.

Pilots deviating from the recommendations will be notified on the radio and/or by mail to remind them of the proper procedure. It is understood though, that under some conditions, deviation from the procedure will be necessary to ensure safe flying. Under ordinary circumstances, though, these deviations would be expected to be infrequent.

Other steps will be taken to work on the noise issue. Pilots from Harvey will be spending time on the ground in the affected residential areas to monitor the noise. Experiments with a constant speed propeller are also planned. A committee composed of pilots and residents will be meeting on a regular basis.

As a pilot based at Harvey, it appears that the majority of pilots follow the noise abatement procedure. However, it only takes a handful of pilots unfamiliar with the procedure to cause a lot of noise issues, particularly on a nice sunny day.

All pilots, whether based at Harvey or flying in for a visit, are urged to learn and follow the noise abatement procedures. Let's keep Harvey Airfield a good neighbor to the people of Snohomish. Harvey Airport and the town of Snohomish are great places to visit. Let's make sure we don't wear out our welcome.

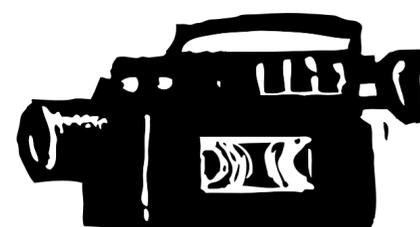
HARVEY FIELD (S43) NOISE ABATEMENT SAFETY PROCEDURES



Newest State Airport Camera Provides Current View of SFF

NEW FELTS FIELD WEBCAM GOES ONLINE

By Al Gilson & Jeff Renfrow, Spokane Chapter



Lights, camera, Action!

A new feature has been added at Felts Field in Spokane: the airport now has its very own internet webcam, providing near real-time views of the airport surface.

This new camera is a service of the Spokane Chapter of the Washington Pilots Association and Inland Helicopters of Spokane. The WPA chapter funded the equipment and installation, with Inland Helicopters allowing the placement of the camera in their office and providing access to the internet through their account.

The camera is mounted on the top floor of the terminal building at Felts Field. It shoots through the window of the old air traffic control cab with a view of the tarmac, runways, and taxi lanes. The view also includes the hill to

the north of the field so area pilots can get an idea of the ceilings. At night, the image shows the lights that frame the taxiways.

A new webcam image is uploaded to the internet every five minutes, and often catches a view of a landing or departing aircraft.

On its first weekend, the camera even captured a few snapshots of the EAA's historic B-17, "Aluminum Overcast" wandering into the view.

Anyone with internet service can access the current webcam image at the following address: <http://www.feltsfieldflyers.com>. In addition, the shot is also available through the Washington State Department of Transportation Aviation website at: <http://www.wsdot.wa.gov/aviation/WebCam/FeltsField.htm>.

Felts Field now has the first airport webcam in the state east of the Cascades. For more information contact Al Gilson via e-mail at alcessnapilot@comcast.net.

Tom Morris, one of our board members, has been working very hard to get improvements to the Lower Granite Dam airport (00W). Last year our Chapter 'adopted' this runway project. Currently, it is a gravel strip that is in need of chip-

seal. There is a beautiful campground and paved bike trail adjacent to the field, and even a small hotel nearby for fly-in visitors who don't want to "rough it"!

Recently, Tom met with John Sibold, Stan Allison and Jim Scott from WSDOT Aviation. They agreed that the runway at Lower Granite was in need of some help, and discussed options including resurfacing and chipsealing. Final decisions are pending input from WSDOT engineers.

We believe this is a wonderful and useful facility that should be improved and supported, and we need the support of everyone to see that this gets done!

On May 13th, our Chapter hosted a 'WINGS' Day at Felts Field.

The event included a day of seminars for the pilot including cockpit management, proper inspection and log book record keeping, density altitude, as well as a visit from our WPA State President Jim Smith.

A full day of talks were also given in a nearby facility for the right-seater or the 'pilot companion.' The topics included radio communication, navigation, GPS, and control panel orientation. Their were over 20 in attendance for the companion course, while about 60 pilots attended their sessions.

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After you've read your copy of WPA Wings, please pass it on.

Aviation Academy 2006 at Paine Field

By Kevin T. Kelly, Aviation Academy Director, Paine Field Chapter



The 28 students at the 2006 Aviation Academy received classroom instruction in a variety of real-world aviation subjects, and also got a chance to check out some hardware up close and personal.

Aviation Academy, sponsored by the Paine Field Chapter of the Washington Pilots Association (WPA), Snohomish County Airport (Paine Field), is a ground school-like course that provides young adults (ages 13-18) with information about aviation careers, and what it takes to become a pilot.

This year's course educated 28 energetic and enthusiastic young adults about the wonderful opportunities that aviation has to offer them. Our students came from all around the central Puget Sound area: Everett, Lake Stevens, Kenmore, Edmonds, Camano Island, Marysville, Mukilteo, Lynnwood and Woodinville.

Putting together a program such as this requires the support of not only members of the WPA Paine Field Chapter, but also from numerous individuals and aviation groups. The incredible support from our volunteer instructors, our aviation professionals who make up our Career Night panel; Dave Waggoner and the Paine Field airport staff; and the Paine Field FBOs goes a long way in creating a fun and informative course, and helps keep our class tuition at a low \$50.

The course — held each Spring at Everett Community College's Aviation Maintenance classrooms at Paine Field — consists of ten classes, which include subjects such as weather, navigation, flight planning, Air Traffic Control, and Four Forces of Flight. Field trips included the Paine Field tour, the Future of Flight Aviation Center & Boeing Tour.

Our Career Night had a great mix of representatives from various aviation fields, including military and civilian pilots, flight instructors, Civil Air Patrol, and university personnel. An added bonus this year was the arrival of an EA-6B Prowler from the VAQ-141 Shadowhawks squadron at NAS Whidbey Island.

For more information about Aviation Academy, please see our website at http://www.wpa-paine.org/aviation_academy.htm.

It's Been a Busy Spring For North Puget Sound Chapter

By Wayne Landis, North Puget Sound/Bellingham Chapter



Paul Cullman's beautiful 1931 Curtiss-Wright Junior was recently featured in AOPA Pilot magazine.

The spring has been an exciting one for the North Puget Sound Chapter of WPA based in Bellingham (BL). We have had members in the national media, a publication award, and great speakers at our monthly meetings.

Member Paul Cullman and his Curtiss Wright Junior were featured in the June issue of AOPA Pilot magazine in an article written by Barry Schiff. Paul is based at Meadow West and Barry Schiff flew out of there for the photo shoot last August.

Our chapter newsletter, *Hangar Talk*, was selected as the best chapter newsletter awarded at the February WPA meeting. *Hangar Talk* is edited by Chip LaPlante who has done a great job.

The highlight of this spring was the breadth of topics covered by our invited speakers at our monthly meetings. In March Harold Hutchins from the Seattle FSDO gave a very dynamic presentation on the changes to the FAST program and "Wings." One of the most scenic and thought provoking was Kent and Linda Bergsma's discussion of their adventures as flying missionaries in Irian Jaya, Indonesia. May brought Brian Durham from the FAA Northwest Mountain Region to discuss the latest on runway safety. Lastly, John Black of the Spokane FSDO discussed flying in and out of unimproved airports. Maureen Griggs does a great job in arranging for these speakers, with many of the presentations qualifying to count as the ground portion of the Wings program.

The airport concerns in our region are those of Blaine (4W6) and Anacortes (74S). Blaine has been threatened by closure and development, although this seems to have been averted, at least for the time being. Anacortes has long had controversy associated with the facility and is the home of one of the newest WPA chapters. Many of our members attended the June 3 Open House to show our support. The open house demonstrated the vigor of general aviation in our region, filling the airport so that taxiway space had to be used for parking.

In order to support the development of general aviation, the North Puget Sound chapter has also been providing scholarship funding. This last year we provided a \$1,000 scholarship for Big Bend Community College and plan to support students in the future. In the future we plan specific scholarship drives to increase the amount of available funding.

Airport Support Network Volunteers Needed

By Colleen Turner, WPA Communications Director

We all should know by now that our airports are valuable assets that we all depend on, and they are easily lost. One of the lessons that we all need to learn is that the time to get organized in support your airport is now — before the threats emerge. Some of our airports have well-organized, active pilot support groups. But others don't.

The AOPA Airport Support Network (ASN) needs volunteers at the following Washington Airports, and now is the time for WPA members to step up to the plate (or on to the ramp, if you prefer):

- ✕ Chehalis-Centralia Airport, Chehalis
- ✕ Colville Municipal Airport, Colville
- ✕ Davenport Municipal, Davenport
- ✕ Deer Park Municipal, Deer Park
- ✕ Dorothy Scott Airport, Oroville
- ✕ Felts Field, Spokane
- ✕ Jefferson County Int'l, Port Townsend
- ✕ Lopez Island Airport, Lopez
- ✕ Lynden Municipal Airport, Lynden
- ✕ Moses Lake Municipal, Moses Lake
- ✕ Odessa Municipal Airport, Odessa
- ✕ Omak Municipal Airport, Omak
- ✕ Orcas Island Airport, Eastsound
- ✕ Othello Municipal Airport, Othello
- ✕ Sand Canyon Airport, Chewelah
- ✕ Sanderson Field, Shelton
- ✕ Sunnyside Municipal, Sunnyside
- ✕ Vashon Municipal Airport, Vashon
- ✕ Waterville Airport, Waterville
- ✕ Wilbur Municipal Airport, Wilbur
- ✕ Willard Field, Tekoa
- ✕ Woodland State Airport, Woodland

WPA's mission is to advance the interests of General Aviation in Washington State through advocacy, outreach, education and social activities. So let's help AOPA promote the value of GA in our communities by volunteering at an airport that needs our support!

To learn more about the Airport Support Network, go to <http://www.aopa.org/asn>.

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Visit WPA at the Northwest EAA Fly-In at Arlington

WPA will be located in Booth #88 at the Arlington Northwest EAA Fly-In held on July 5-9. In addition, our President, Jim Smith, will be making a presentation about how WPA promotes the interests of General Aviation in Washington State on Saturday morning, July 8, 9:00am - 10:00am. Come join us — the bigger we are, the stronger we are!

Green River Chapter Christmas In July



Wow is it Summer already!? In no time June will have come and gone and it will be time for RC's "Christmas in July" annual Toys for Tots toy and donation gathering at the Berkell's on Crest Airpark.

The day starts with a big homestyle breakfast cooked up by our official short order cook, Tom Jensen, with gobs of hashbrowns & onions, bacon, eggs, and pancakes. Santa arrives after a bit to help celebrate the event and get the latest updates from the kids on their wish lists for 2006.

Twice a year GRC collects toys for the Marines Toys for Tots program, with this July event helping to remind all of the need to continue to help out all year round with this outreach program. For details, contact Arthur or Lynn Berkell at (253) 638-7038.

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In Sunny Sequim on Washington's Beautiful Olympic Peninsula:

Discovery Trail Farm is a new airpark nestled between the Strait of Juan de Fuca and Olympic National Park at the Sequim Valley Airport. Sequim has over 300 days of sun each year, and 27-9 is 3,500' feet long, making this a spectacular place to live and fly! This airpark is surrounded by dedicated farmland with a private taxiway that takes you to the runway. Only 6 of 8 lots remain. Call 360-683-8673 or visit www.discoverytrailfarm.com for more information.

WICKS AIRCRAFT SUPPLY COMES TO ARLINGTON...TO STAY.



Wicks Aircraft Supply, a leading supplier of aircraft parts and materials, is announcing the opening of its West Coast Facility, located at the Arlington Sport Aviation Park, in Arlington WA. Wicks will host its grand opening celebration of the west coast facility during the Arlington fly-in.

In response to its growing west coast market, Wicks Aircraft Supply opened a phone center in Arlington at the beginning of the year. To keep up with the increased demand, Wicks will be expanding their space and opening an aircraft supply center at the Arlington Airport.

"Wicks Aircraft Supply has been helping aviators build the aircraft of their dreams for over 30 years", says Scott Wick, Vice President. "Arlington is a very active aviation community, not just during the fly-in but all year round. Our commitment to serving the growing Sport Pilot industry makes this a perfect place for our west coast expansion."

The Wicks West Aircraft Supply will be open during the fly-in, and invites all the attendees to come by for coffee and a free gift. All orders placed during the fly-in will receive a grand discount and free shipping.

Wicks began as part of Wicks Organ Company back in 1974. Wicks made their initial mark in the aviation world by building a KR-2 in 74 days and flying up to Oshkosh in 1974 for the EAA convention. The little low-wing plane was made from the supplies that Wicks sold, including the spruce and a line of composite products.

Filling the needs of the homebuilder has been the key to Wicks success. Wicks has always looked to make sure that they offered the latest items needed by the homebuilder, and they carry things in stock that others will often place on backorder. Whether it be metal tubing, foams, resins, paint, AN hardware, tools, gauges, or whatever you need for your project, Wicks probably has it and can probably ship it to you overnight.



Don't miss an issue of WPA Wings.

WPA membership includes a subscription to WPA WINGS.

Lost Airports of Washington

By David Herman, WPA Wings Editor

If you've been around aviation for more than just a little while, you probably know that there were once some airports around that are no longer with us. Maybe you remember a few of them. What you probably don't realize is just how many airports there used to be, and how many have closed over the years. It's a sobering picture.

I've had an interest in old airports for a long time. I'm also a bit of a map freak and airport directory fan, and have undoubtedly spent way too many hours peering over maps of various types and airport books for no good reason – I just like 'em. One day my interests in aviation and maps intersected and caused me to come to a surprising conclusion: there once were an awful lot of runways out there. Some of them are now clearly gone from this world, but records of their existence still exist on old sectionals, topographic maps, and other charts,



Martha Lake Airport was a popular general aviation field for decades in Snohomish County. The airport closed in 2000.

as well as increasingly brittle old airport books. Incredibly. Others turned out to actually still be there, usually in part, but occasionally in their entirety. So one day I decided to start making a methodical study of the state, looking for closed airports. What I found shocked me: it seems like there once were airports practically everywhere.

Airports Everywhere

OK, that's a bit of an exaggeration, but it turns out there really were a lot more airports out there than I had ever dreamed. How many? Well, I've been making a pretty serious study of this state, and have found documentary evidence of more than 300 airports across the state of Washington that have closed over the years, in virtually every corner of the state.

Admittedly, some of those were sketchy little private strips in some farmer's field or in some other way seemingly inconsequential. But many of them were once thriving, busy centers of general aviation and commerce. Places where hundreds of pilots learned to fly, where people bought airplanes and kept them, where kids got their first airplane rides.

How do you find lost airports?

I spend a lot of time examining old charts, including sectionals and topographic maps. I sift through old airport directories from AOPA, Washington State, and the really old ones from other publishers. And don't forget to look out the window as you're flying along – you might be surprised at how often you spot an old, overgrown runway if you look carefully.

Corrections? Additions? Please help.

If you know of a Lost Airport that I do not have documented, or if you have a correction, please let me know. I know there are more out there.

Do you have old charts or airport directories?

I'm looking for vintage reference materials for my ongoing research. If you have old materials I can examine, please email me at wpawings@wpafly.org.

Some of these lost airports aren't really so lost – many pilots and even a few non-pilots still remember a few of the bigger, better known fields. If you look hard enough, you can find small plaques or some other items noting that today's Warren Magnuson Park in Seattle has a rich history as Seattle's first airport (Charles Lindbergh stopped in there, and the first successful round-the-world flight began and ended there). In a residential neighborhood overlooking East Wenatchee, a marker commemorates

Development pressures are usually what does in an airport, and that's especially true near our larger metropolitan areas. The Puget Sound region has lost dozens of airports.

successful conclusion of the first non-stop trans-Pacific flight by Clyde Pangborn and Hugh Herndon, when they landed at what was then Fancher Field. But other than memories or entries in a yellowing logbook, there are few official markers for all the other airports we've lost. In fact, many of them are literally right under our noses, and even those of us who fly often overlook them.

Bellevue Municipal Airport is a good example. A busy general aviation field from the 1940s through the 1980s, the airport closed when an office development was constructed on the site just northeast of the intersection of 148th Ave. exit ramps to I-90. But the northeast end of the runway is still there, sticking out from the edge of the office parking lot, and clearly visible to passing pilots who might take a moment to look down as they pass by.

What Kills An Airport

Development pressures are usually what does in an airport, and that's especially true near our larger metropolitan areas. The Puget Sound region has lost dozens of airports.



The end of the old runway from Bellevue Municipal Airport still pokes out from the office park that was built on it.

Martha Lake, which closed in 2000, still looked like an airport to me the last time I flew over (but with big Xs on the runway), but plans to turn the property into a park seemed to be proceeding along. Martha Lake may be a lot more famous than it ought to be given the fact that it was a pretty typical small-town general aviation field. Not because of its place in the real world, but the virtual one: some folks will remember Martha Lake by virtue of the fact that it appeared as the default airport in early editions of Microsoft's Flight Simulator (because it was listed first alphabetically - as Alderwood Manor); a generation of computer flight sim fans probably "crashed" there quite frequently.

An Airport on Every Block?

Some communities seemed to have had more than their fair share of airports. Tacoma has certainly seen



The unpaved runway at Nason Creek State will make a nice backyard for the homes being built right next to it.

a slew of general aviation fields come and go over the years, including City View, Northeast Tacoma, South Tacoma, Barry, Lakewood and Clover Park. Maybe there was something in the water in the south Puget Sound, since lots of other airports sprung up and then closed in the area, including S&S, Moss Field and Struve (all surprisingly close to today's Thun Field).

Today it seems very odd to look at all these airports that were so close together they practically overlap on a chart. Who needed so many runways so near each other? But things used to be different. Nowadays many of us are resigned to a long drive to get to the airport, but back when there were a variety of light aircraft manufacturers cranking out airplanes, many people really did live the dream of an airplane sitting out in (or behind) the garage, and it probably didn't seem terribly outlandish to have your own airstrip even if a neighbor or two had their own as well. After all, nobody thinks it odd that most houses have a driveway and a garage...airplanes were once almost that common in some circles (or at least some people expected them to become that ubiquitous soon).

Military Fields, Too

Of course, with a significant military presence in the state, there are a number of former military fields that have closed (although ex-military fields usually wind up in civilian service – in fact, most any airport you find that has multiple paved runways or even a single big runway were probably once a military facility). In addition to more well known ex-military field such as the Sand Point Naval Air Station, there are others scattered around the state. Some of these are still on land controlled by the military: on the sprawling Fort Lewis/McChord Air Force Base complex, there are at least five old (and now closed) airstrips that generally don't appear on current charts. One of these, Pacemaker Landing Zone, is quite a substantial strip: it's paved and about 3500' x 60' (it's also closed, has some serious potholes in it, and is on a military base, so don't even think of landing there).

Over on the Yakima Firing Range, hidden underneath the R-6714 Restricted Airspace, there are at least five uncharted "drone" landing strips.

And it seems that the Civil Air Patrol once had their own



Issaquah's popular Skyport is now completely gone. Today the Pickering Place shopping center sits atop the old airport.

More than 300 airports have closed across the state of Washington over the years. How many more can we really afford to lose?



Once a thriving field in a Vancouver, WA suburb, the runway at Scholl's Field in Ormonds is still there. It closed in 1996.

rather substantial airfield on the south edge of Richland, with three paved runways 3400' long. No trace remains of this field today, but it was listed in airport directories during the late 1950s.

And of course, in a state with so many wide open spaces, there are lost airports out away from the populations centers, too. Some of them are in very remote areas. Pasayten may be the most interesting of these, and is certainly the most remote and inaccessible (see sidebar below).

There's also Naneum, a backcountry strip up in the Wenatchee Mountains between Ellensburg and Wenatchee (if you've ever flown in the Wenatchee Mountain Flying Clinic, some of the routes go right by Naneum). Naneum

was reportedly closed years ago due to concerns about wildlife habitat and a declining local elk herd. I've flown over this strip many times and it appears to be in very good condition (although at 5000' elevation and just 1800' long, it would be dicey in many planes). I'm told that the wind sock pole and frame are still there, and that outside of the regulatory challenges, it would probably take very little work to get this airstrip usable again. Which raises an interesting question...

Although the majority of these lost airports really are gone forever, either built-over or otherwise permanently impossible to use, others appear to have been just abandoned, in the literal sense of the word: forgotten and left to rot.

Back From The Dead?

There are at least half a dozen old airports in the state (and maybe more) that appear to be either entirely intact, or sufficiently intact that they would probably require relatively minimal work to make them usable. In a few cases, all that would be required (other than the paperwork) would be to mow the grass and put up a crisp new, orange windsock on the rusty old frame that's still there. Of course, that assumes that there's an interest, and a willingness on the part of the owner or controlling authorities to reopen.

I've heard rumors that there are a couple of places where both the interest and the authorities seem to be willing to at least consider giving the green light. But it hasn't happened yet.



Up in the Wenatchee Mountains, Naneum's grass runway is still there, and although closed, appears to be in great shape.

I don't know how seriously to take these rumors. It's certainly true that outside the aviation community, the idea of re-opening an old airport is generally not going to be viewed favorably in many places. But I still think it's worth investigating, if for no other reason because it helps us get more in touch with our rich aviation history. We've lost so much, we owe it to future generations to do what we can to preserve what we still have, and yes, maybe even try to bring a few lost airports back. 

 **More (lots more) about Lost Airports online at www.LostAirports.com**

When One Closes It's Gone Forever. Or Is It?

The Very Intriguing – And Perhaps Unfinished – Story of Pasayten Airport



Way up in the wilds of the North Cascades, there's a runway you've never seen. It's been there for quite a long time – since the 1930s – and it hasn't been open to airplanes for many years. But it's a substantial runway, 3400' long, and it's nestled in a beautiful valley deep in rugged wilderness terrain. It's called Pasayten.

Pasayten Airport was originally constructed as a Forest Service strip by the depression-era Civilian Conservation Corps. Set alongside the scenic Pasayten River, the airport served for decades as one of the few ways to get into the rugged, remote North Cascades backcountry.

It's located about 15 miles NNW of Lost River Airport, and about 10 miles south of the Canadian border.

The airport was closed in 1968 by the National Parks Service as part of a wilderness preservation plan. However, it has been used occasionally since then in support of fire fighting and search & rescue efforts.

The Forest Service plans to allow the trees to continue to encroach and grow over the runway (which reportedly remains in surprisingly good shape despite all these years of neglect). But if a group of dedicated airport preservationists have their way, Pasayten's runway won't be allowed to seed over and disappear into the forest.



And if they can pull off a minor miracle, airplanes might even get to use the runway again some day.

The Pasayten Airport Preservation Association (PAPA) is a new, nonprofit organization which has recently been formed to look into ways to preserve the historic backcountry airport, and to eventually get it re-opened to aircraft.

That would be no small task, since the airport sits within a federally designated wilderness area. But the group says they're in this for the long haul, because Pasayten is a unique and historic backcountry airstrip that deserves to be preserved.

The group, which is still in its formative stages, is currently attempting to document the airport's historic uses, and they're keenly interested in hearing from anyone who knows of its history and who can help fill in some of its story.

PAPA has scheduled a pack trip via horseback in to the strip July 21-23, to assess the condition of the runway and learn more about the current situation. Stay tuned for an update in our next issue of *WPA Wings*.

To get involved and help preserve this historic backcountry airport, please contact Mike Port, President of PAPA via email, at mikeport@centurytel.net.

GET OUT AND FLY MORE - BRINGING HOME THE...FRUIT

IN SEARCH OF THE FIVE DOLLAR CHERRY AND THE HUNDRED DOLLAR NECTARINE



Summer is the time for ripe fruit all around the Northwest. You can have the freshest, best tasting fruit on your block by flying to where it's grown and bringing it home yourself. Cashmere - Dryden Airport (8S2, above right) is just one of many places where you can fly in and load up on some great local fruit.

There are few things in life that are more pure and pleasurable than enjoying some good fruit on a hot summer day. It's honest, it's basic, and it's one of life's simple joys. Fortunately, those of us who are lucky or smart enough to live in here Washington have more than our fair share of fruit and produce available every summer.

You can probably buy some pretty good fruit in the store in your own neighborhood, but nothing beats getting it right from the source. Using your airplane to go get it makes it even sweeter. And it's a lot healthier for you than the proverbial hundred dollar hamburger.

Various fruit crops around the state ripen from June through the fall. Living in the Seattle area, I find a short hop over the Cascades puts me right in the middle of fruit country, an easy trip. I usually stop at either Cashmere or Wenatchee. I'm sure there are lots of other good options for flying fruit, too, but these have been consistently good for me.

Strawberries, cherries, and raspberries come first, usually beginning around mid-June. Next after the cherries and berries are peaches, nectarines, pears and apples, typically coming in beginning in late-July and August.

My wife loves fresh fruit, and she's especially crazy about cherries. Bings, Rainiers, whatever, she loves 'em all. Every summer, I fly off from the city to the fruit belt and load up my airplane with the fruit it can hold. Since I fly a Cessna 150 (an

airplane not exactly noted for its ability to haul lots of cargo), I suppose I should be thankful that she has a taste for cherries rather than watermelons - otherwise I would have to upgrade to some heavy hauler like a Skyhawk.

While it's true that I can buy cherries down at the local supermarket, I'm convinced they taste a lot better when they're flown in with my own plane. Maybe it's something about that hour they spend up at altitude. Maybe it's the fact that you get

While it's true that I can buy cherries down at the local supermarket, I'm convinced they taste a lot better when they're flown in with my own plane.

them right from the orchards or a nearby fruit stand, and maybe talk to the people that grow them. Or maybe it's just an excuse to go flying - all of those sound like good reasons to go.

After all, how often do you really get to bring home something great from a flight (besides the memories)? I always make a point to make a dramatic entrance: instead of the usual, "Hi honey, I'm home..." I make the following announcement; "Look honey, we've got the freshest fruit on this side of the Cascades... isn't it great that we have our own airplane so we can do stuff like this?"

By the way, that's a rhetorical question. Of course it is.

There are a few things you'll want to ensure before you launch in search of a load of fresh fruit. The first is when to go - this is not a trip you would want to schedule for February. Late June, July and August are generally the best times, depending on what you're after.

Want to know what's ripe at a particular time? The Wenatchee Valley Convention and Visitors Bureau has a handy online guide to what should be ripe at any given time on their website at <http://www.wenatcheevalley.org/apples.htm>. The timing of harvests in other areas may differ a little (or because of variables like weather), but the dates for the Wenatchee area should be pretty close for most places.

Where to go is pretty easy. There are orchards and major fruit growing areas all around the state, but there's serious fruit all around the Wenatchee, Okanogan, and Columbia River Valley areas.

I've had easy pickings and success with flights in to Cashmere Dryden (8S2) and Wenatchee. Heck, Wenatchee's airport identifier even seems to be calling out to hungry fruit lovers: EAT.

There are airport courtesy cars available at both of these fields (at Cashmere, check in the visiting pilot's lounge; at Wenatchee, visit Wings of Wenatchee, the friendly FBO). Once you've got wheels, it's not far to the fruit. In some cases you'll encounter farm stands within a few minutes of the airport. Or just motor around and look for the tell-tale signs, and go buy from the growers; in either case, it won't take long.

I believe there's a special place in heaven reserved for the folks who make courtesy cars available at general aviation airports. When you take advantage of one, be sure to follow all their rules/requests, and return it with least as much gas as there was when you found it.

Since this is a summer activity, you'll want to be careful with density altitude issues. This is especially true at Cashmere: with a runway that's just 1800' long, you want to be careful not to overload, certainly not on a hot day. At Wenatchee, with nice long runways (up to 5500'), this is less of a concern, but still something to watch.

Flying in fruit in your own plane is a great justification for a flight. Now I just need to find a good place out at the coast with fresh seafood, a runway, and a courtesy car... 

GET OUT AND FLY MORE!

Odds are, you didn't get your pilot's license just to do touch & goes or hops to the closest lunch joint (not that there's anything wrong with that...). **GET OUT AND FLY MORE!** is intended to help inspire pilots to get more out of their flying by suggesting some outstanding places to fly. It's good for you, it's good for your airplane, and it's good for general aviation, so **GET OUT AND FLY MORE!** Got a great destination to share with other pilots? Send us your suggestions at wpawings@wpaflys.org.

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EVENTS CALENDAR

We provide the following list of aviation related events occurring in our area as a service to our members. These events are not sanctioned or promoted by WPA, but are provided to you as an aid in identifying flying events in which you may want to participate. We try to make sure the information is up-to-date and correct. However, things can and do change at the last minute, so before you head out, we strongly recommend you check with the person listed with each event to insure the event is still scheduled. Also, you can go to "Events" on the WPA Website at www.wpaflys.org and find expanded and updated information on some of the events listed.

There are just too many great activities that are held every year that we only hear about after the event. WPA wants to correct this situation by trying to list all of the flying events within the state or surrounding area. This can only be done with your help, our Chapters, and our other members sending in news of events in your area. Please email all information concerning events to events@wpaflys.org or call or fax the news item to (425) 228-6330. Help us make this calendar in WPA Wings a very useful item - so send in the events!

JUNE		AUGUST	
17	Green River Chapter Annual Pot Luck Picnic, Crest Airpark - Tom Little, 425-277-1894	1	Twin Oaks Airpark, Hillsboro, Fly-in Breakfast 08:00-10:00, EAA #105, 503-670-1144
17-18	Gathering of Warbirds, Olympic Airport, 10:00-17:00 - 360-705-3925	1	Hanger 15 monthly Weenie Burn and Open House, Bellingham, 11:00-14:00, 360-671-2250
18-18	Tonasket 14th year Father's Day fly-in (OC) - Duane Wilson, 509-486-2295	1	Ellensburg Coffee and Donuts Fly-In, 8:30-11:00, EAA # 492 - Mike, 509-925-4531
19-21	B-17 & B-24 Collings Foundation Aircraft at Astoria, OR - 978-562-9182	1	Sandpoint, ID, Fly-in and Pancake Breakfast - Ken Jackson, 208-2905863
21-23	B-17 & B-24 Collings Foundation Aircraft at Hoquiam - 978-562-9182	1-2	Twisp Airport Fly-in Weekend, Pancake Breakfast 08:00-11:00 - Paul Wagner 509-997-3953
23-25	Richland Airport Open House/ Fly-in - 509-946-6558	2	Packwood Annual Chicken Barbecue 12:00-1600, - Steve, 360-494-7270
23-25	Jack Pot Fly-in, Nevada, (PF) - Larry Williams, 425-776-4688	4	Pearson Air Museum Fly-in and Fireworks Event - 360-694-7026
23-26	B-17 & B-24 Collings Foundation Aircraft at Everett - 978-562-9182	4	Tacoma Freedom Fair Air Show - 253-682-1446
24	Ellensburg Coffee and Donuts Fly-in, 8:30-11:00, EAA # 492 - Mike, 509-925-4531	5-7	B-17 & B-24 Collings Foundation Aircraft at Coeur d'Alene, ID - 978-562-9182
24	Pilot Safety Seminar, Regal Air, Paine Field, 10:00-12:00 - Regal, 800-337-0345	5-9	Northwest EEA Fly-in, Arlington, 360-435-5857
26-28	B-17 & B-24 Collings Foundation Aircraft at Skagit Regional - 978-562-9182	8	Ritzville Blues, Brews, and Barbeques Festival, 12:00-02:00 - 509-659-1936
28-30	B-17 & B-24 Collings Foundation Aircraft at Tacoma - 978-562-9182	14	Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601
29	Wings Program, Museum of Flight, 7:00pm - Chuck Scottle, 425-227-2880	15	Heritage Flight Museum Open House, Bellingham, 12:00-16:00 - Kate 360-733-4422
30	Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601	15-16	Mulino, OR, Blueberry Pancake Annual Breakfast, 8:00-11:00, 503-816-9856
30-7	B-17 & B-24 Collings Foundation Aircraft at Boeing Field - 978-562-9182	15-16	Port Townsend, Jefferson Co. Annual Aviation Days Fly-in, EAA #1026, 360-344-3826
		21-23	Concrete 24th Annual Old Fashioned Fly-in - 360-853-7114
		21-23	Kla-AH-Ya days in Snohomish, Harvey Field - Candy, 360-568-1541
		22-23	Camas Fly-in with Steak Dinner
			and Pancake Breakfast - 360-606-0975
			Tacoma Narrows Open House and Classic Car Fly-in - 253-853-5844
			Toys for Tots Pancake Breakfast, Crest Airpark (GR) - Nancy Jensen, 253-833-6777
			Oshkosh Air Adventure EAA Annual Fly-in, Wittman Airport, Oshkosh, WI - 920-426-6523
			Wings Program, Museum of Flight, 7:00pm - Chuck Scottle, 425-227-2880
			Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601
			Mason County Fair at Fairgrounds alongside Sanderson Field, 360-427-9680 ext 391
			Forks 16th Annual Salmon Bake and Fly-in - Gary Jennings, 360-374-6004
			Pilot Safety Seminar, Regal Air, Paine Field, 10:00-12:00 - Regal, 800-337-0345
			Wings weekend at Bremerton, Registration Required - 360-674-2111
			Tri-City Columbia Cup Airshow and Water Follies, Passco - 509-547-6271
			Inland Northwest Skyfest 2006, Fairchild AFB - 509-247-5704
			Packwood Hot Rod Show, 09:00-16:00 - Rick Herauf, 360-494-4275
			Hanger 15 monthly Weenie Burn and Open House, Bellingham, 11:00-14:00, 360-671-2250
			Packwood Annual Barbecue Cook out 12:00-1600, - Steve, 360-494-7270
			Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601
			Colville Valley Annual Fly-in (CV) - Jackie Noble, 509-738-6658.
			Hoquiam Fly-in and home-made ice cream social, (EAA 367) - Dan Murphy, 360-289-2740
			McCall 18th Annual Family Fly-in, McCall, ID - 208-334-8775
			Abbotsford International Air Show, BC - Season Roy, 604-852-8511
			Diamond Point Airport Appreciation Day, 10:00-15:00 - Ted Smith, 360-683-7768
			Concrete Annual Potluck Picnic (EAA 818) - Sheran 360-770-0270
			Heritage Flight Museum Open House, Bellingham, 12:00-16:00 - Kate 360-733-4422
			47th Northwest Antique Airplane Club Fly-in, McMinnville, OR - Tom Hart , 503-287-6540
			Return to Thun Field Fly-in, Puyallup, 10:00-15:00 - 253-841-3779
			Wings Program, Museum of Flight, 7:00pm - Chuck Scottle, 425-227-2880
			Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601
			Republic 7th Annual Fly-in and camp out - Justin Smith, 509-775-3911
			54nd Annual Corn Roast and Family Fly-in, Harvey Field, 12:00-16:00
			Toledo Fly-in and Threshing Bee - Ruth, 360-864-4917

(CC) - Clallam County WPA Chapter - (PF) Paine Field WPA Chapter

Got an aviation event for our calendar? Let everyone know - email: events@wpaflys.org

WPA WINGS MEMBER CLASSIFIED ADS

Classified ads are FREE to WPA members, on a space-available basis. Send your classified ads to wpawings@wpaflys.org. Please limit your classified ad to a maximum of 75 words. Maximum one ad per member, one photo per ad (photos should be 600 dpi). We reserve the right to edit ads for size and content.

AIRCRAFT FOR SALE



1964 Cessna 210D TTAFF 4020; SMOH 1130; SPOH 590, KMA20 mixer; KX175 w/GS; II Morrow SL4 flip-flop comm. DME & ADF; NARCO AT-150; PM1000 4 pl. Intrcm, Mkr Bcn, Alt Static, 2 FM antenna, 4 place Ox. Painted 1994, always hangared, Oil filter, Brackett Air Filters, Both gear saddles replaced, GARMAN 295, 4 Headsets (two are NR), \$68,000, Paul Wagner, 509-997-3953, pilot@methow.com.



1967 Cherokee 140 for sale. 6600 TT, 2400 SMOH, Auto fuel STC, good compression, runs and flies great. June annual, aileron trim, Polished Aluminum. Great VFR flying aircraft. Based at Auburn S50. \$16,900. Mike Prime. Home: 253 854-3016, Cell: 206 310-5763.

PARTNERSHIPS



Maule Partnership. 1993 Maule M7-235, tailwheel, 1150 TT, basic IFR, patroller doors, VGs, yoke mounted Garmin 195 GPS, Oleo strut landing gear, long range tanks. Hangared at Paine field. \$32,000 for a 1/3 share in owning LLC. Split all fixed costs (hanger, annual, etc) equally, insurance in proportion to indiv. costs, operation in proportion to use. Currently charging ourselves about \$71/hr to operate. More photos and e-mail contact at www.tumtum.com/flight. Tom, 206-783-5839.

FLYING CLUBS



Beanie Air Flying Club. Based at Boeing Field, Northeast Ramp. IFR certified Cessna 152 with approach certified, panel mount Garmin GNS 430, dual nav/com, and low time SMOH. Affiliated CFIs/CFIs can assist with private license, instrument rating, BFR, IPC. Annual dues are \$225. Aircraft is \$74/hr, hobs, wet. For more info, call 425-481-8175 or email info@beanie-air.com. More info on the club web site: <http://beanie-air.com>.

Selling your plane? Looking to buy one? Putting together a partnership? Do you have an aviation-related service you would like to advertise? Classified ads are free for WPA members (remember - just one ad can more than pay for your annual WPA membership). Send your classified ad to wpawings@wpaflys.org.

WANTED!

A few good pilots to fly volunteer non-emergency medical missions.



Angel Flight
West

For more info visit: www.angelflight.org
Or call Fred Jossy at 425-488-0203

SUPPORT GENERAL AVIATION IN WASHINGTON: JOIN WPA

AOPA, EAA are great groups working nationally. WPA works locally. Join us.

Interested in general aviation in Washington? Then you need to be part of the Washington Pilots Association.

AOPA and EAA are great organizations working on behalf of general aviation at the national level. But there's another organization fighting for your right to fly, much closer to home: WPA, the Washington Pilots Association.

The Washington Pilots Association (WPA) helps keep the passion for general aviation alive in Washington State and plays a leading role in ensuring the facilities and policies are in place to enable this spirit of adventure to take flight today and in the future.

The WPA is the only non-profit organization of pilots and others interested in aviation focused on the need of serving pilots and promoting general aviation specifically in the state of Washington. Here is what the WPA does for you:

- WPA Works Locally & Statewide to Preserve Your Right to Fly
- WPA Is Your Voice at the State and Local Level on Aviation Issues
- WPA Provides Airport Advocacy, Maintenance and Protection
- WPA Wings Subscription Included
- Local WPA Chapters & Activities
- Training & Educational Programs
- Connect With Other Pilots in Your Area & Across the State
- Free Use of Rustic, Fly-in Cabin in the San Juan Islands
- Access to Group Health Credit Union Membership
- Discounts on GA News and Pilot Getaways publications
- And More!

If you're a pilot in Washington, WPA is your organization. Help keep the passion for flying alive in the state of Washington, and help us fight to preserve your right to fly. Join or renew your WPA membership today (membership application below, or join/renew online at [www.wpafllys.org](http://wpafllys.org)).

The Washington Pilots Association is not affiliated with the Washington State Department of Transportation (WSDOT) Aviation Division, the FAA, or any other government agency. WPA is not the recipient of any fees collected by these or any other agency. WPA is a private, non-profit organization, funded by our members – pilots and others interested in aviation, just like you.

Enjoy the unique camaraderie, fellowship, and friendship with fellow aviators by participating in WPA chapter meetings and social functions. Most chapters have monthly meetings, often featuring outstanding guests speakers to entertain and to educate members.



WPA Mission Statement–
To advance the interests of General Aviation in Washington State through advocacy, outreach, education, and social activities.

WPA also sponsors fly-outs, picnics, training, and other activities in your area to help keep aviation fun. Members can also make use of a private, fly-in rustic cabin in the San Juans Islands, available to WPA members only. Plus, the WPA brings aviation close to the general public through education programs, airport open house, and other public awareness and advocacy activities.

In today's challenging regulatory environment, those who care about general aviation need to work together to preserve our airports and our rights to fly. WPA is here to promote progress and development of aviation in Washington, and represents general aviation against threats on the state and local levels.

Working on behalf of general aviation pilots since 1960, WPA is your voice when decisions are made that can impact your ability to fly. Please join us in our efforts.

WPA membership application below, and online at <http://wpafllys.org>

CALENDAR OF NORTHWEST AVIATION EVENTS: SEE PAGE 11

ADVERTISE IN WPA WINGS!
 YOUR AD IN WPA WINGS REACHES PILOTS AND AIRCRAFT OWNERS ACROSS WASHINGTON, AND HELPS SUPPORT WPA'S EFFORTS ON BEHALF OF GENERAL AVIATION.
 AD RATES & INFO AT [HTTP://WWW.WPAFLYS.ORG/WINGS.HTML](http://WWW.WPAFLYS.ORG/WINGS.HTML)

JOIN WPA

WPA is working on behalf of general aviation in the state of Washington. Please join us.

BENEFITS OF WPA MEMBERSHIP

- WPA WORKS LOCALLY & STATEWIDE TO PRESERVE YOUR RIGHT TO FLY
- WPA IS YOUR VOICE WHEN LOBBYING GOVERNMENT ON STATE AND LOCAL AVIATION ISSUES
- WPA PROVIDES AIRPORT ADVOCACY, MAINTENANCE AND PROTECTION
- WPA WINGS SUBSCRIPTION INCLUDED
- LOCAL WPA CHAPTERS & ACTIVITIES
- TRAINING & EDUCATIONAL PROGRAMS
- CONNECT WITH OTHER PILOTS IN YOUR AREA & ACROSS THE STATE
- FREE USE OF RUSTIC, FLY-IN CABIN IN THE SAN JUAN ISLANDS
- ACCESS TO GROUP HEALTH CREDIT UNION MEMBERSHIP
- DISCOUNTS ON GA NEWS AND PILOT GETAWAYS PUBLICATIONS
- AND MORE!



Washington Pilots Association
 Serving Washington Pilots Since 1960

Washington Pilots Association Membership Application

Become a WPA member or renew your membership today by completing this form, or via secure online registration at www.wpafllys.org/membership.html

New membership Renewal

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

HOME PHONE _____ WORK PHONE _____

EMAIL _____ FAX _____

Are you currently a pilot? Yes No If yes, what ratings do you currently hold?

Student Private Commercial Instrument CFI/CFII ATP

ANNUAL MEMBERSHIP DUES CHECK ONE:

Annual Dues \$31

SUBTOTAL: _____

Optional: General Aviation News Discounted One Year Subscription \$25

TOTAL: _____

Please select a local WPA chapter to join from the list below, or you may choose to be a "member-at-large" (not affiliated with a local chapter). All memberships include a one-year subscription to WPA WINGS newsletter and full member benefits.

- | | | |
|--|---|---|
| <input type="checkbox"/> North Sound (Bellingham) | <input type="checkbox"/> Okanogan County | <input type="checkbox"/> Spokane |
| <input type="checkbox"/> Clallam County | <input type="checkbox"/> Paine Field (Everett) | <input type="checkbox"/> Twin Harbors (Hoquiam) |
| <input type="checkbox"/> Colville Valley | <input type="checkbox"/> Greater Seattle | <input type="checkbox"/> Wenatchee |
| <input type="checkbox"/> Deer Park | <input type="checkbox"/> Southwest/Vancouver | <input type="checkbox"/> Yakima Valley |
| <input type="checkbox"/> Green River (Auburn/Renton) | <input type="checkbox"/> Harvey Field (Snohomish) | |
| <input type="checkbox"/> Member-At-Large | | |

Please enclose your completed application and mail to the address below. Make checks payable to **Washington Pilots Association**.

Please select a payment method:

Visa Master Card Discover American Express Check

CARD NUMBER _____ EXP. DATE _____ SIGNATURE _____

NAME AS IT APPEARS ON CREDIT CARD _____

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