

Wings



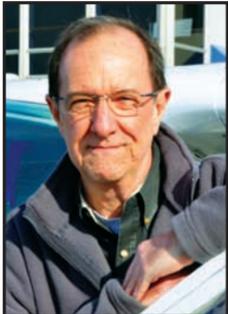
INSIDE THIS ISSUE:

Yakima Airport 2
 Backcountry Committee..... 2
 Okanagan/Ferry County Chapter Files
 Lawsuit 3
 Felts Field Open House 4
 EAA Chapter to Finish Fallen
 Member's Airplane..... 5
 Maintenance Tips..... 5
 Skeeter Carlson Celebrates Birthday... 6
 Calendar of Events..... 8

Serving Washington Pilots Since 1960

June-July 2013

President's Message...



In Charles Dickens' "A Christmas Carol", Scrooge finds himself visited by the ghost of his old partner, Jacob Marley. Earlier this week, Marley's ghost visited me with a chilling tale of what might be

the future. That is, a potential future if we aren't vigilant about our freedom to fly.

Airways Corporation of New Zealand is the state-owned entity that manages that country's airspace system. In late May, they announced a user fee schedule that includes a \$1 NZD fee for a "circuit" (that's once around the pattern). With that announcement was a schedule of increases that will raise that fee to \$3.55 NZD by 2015. Operations in a departure airport environment come with a fee, transition to enroute carries a fee, transition to another sector carries a fee and operations at your destination airport comes with, well, you get the picture. If a single flight from your home field to Portland were to cost as much or more than a couple of sectionals, how long would it take you to reconsider your flight planning? How long before you began to dance with the edge of the safety envelope? And the next time you came home – and weren't satisfied with that landing – would you just tuck her back in the hangar, rather than a couple of costly practice touch and go "circuits"?

According to the FAA's online Air Traffic Activity Data System* (ATADS), total airport operations for the state of Washington are down in 2012 (last full year available) from 10 years ago by 47.49%. There are any number of debatable reasons for this, but it was in ground school where I learned that one of the Forces of Flight was money, and I'm willing to bet the cost of flying has been a considerable factor in those plummeting operations figures. If Marley's ghost was right, we have an opportunity to watch what effect these user fees will have in New Zealand. The situation down under can serve as our canary in the coal mine.

Meanwhile, user fees are part of the Obama administration's 2013 budget, just as they have been in every administration budget back to Clinton. Fortunately, a strong Anti-user fee coalition exists in Congress, including the members of the General Aviation Caucus. For now at least, there's confidence that these administration calls for user fees will be defeated. But now, a new form of user fee seems to be emerging. I'm referring to the FAA with its hand out to the EAA – well into six figures – as the FAA asks for EAA to cover certain costs for its AirVenture operations, including air traffic controllers' travel, per diems, and overtime, which have traditionally been covered by the FAA. As I think of all the aircraft that arrive and depart what becomes, for one week, the

(Continued on page 2)

Paine Field Aviation Day – A Fun Event For Everyone



Young Eagles rally Paine Field style.

The morning dawned with the sort of leaden gray skies that hold a wet promise for the day. But that promise went unfulfilled and the day proved to be one for which neither an umbrella nor sunscreen were needed. Glory be!

It wasn't long after that dawn that the Volunteer Check-In began to hum. Volunteers young and old, the life blood of this event, streamed through, efficiently receiving their wristbands, breakfast and lunch vouchers and the soon-to-be-coveted and oh-so-noticeable volunteer t-shirts.

The Firefighters Fly Day 5k was a success as runners took advantage of a perimeter road view of the airport not typically found. The pancake breakfast had a line (but fast moving!) until nearly 10:30 as firefighters and pancake breakfast volunteers efficiently fortified Aviation Day guests for the day's activities.

Young Eagles were rolling by 9:15 as well practiced volunteers launched excited kids on an experience they will long remember. We're grateful to EAA's Harvey Chapter 84 for their sponsorship – and to the pilots for their generosity. By the end of the day, the official YE count reached 271 kids. The steady crowd at the Young Eagles tent illustrates how these flights are, for many, the highlight of the day.

The east side ramp sported a tight arrangement of aircraft and auto with enviable examples of each on display for an eager public to review. These collections were complemented by models in dresses in the manner of 1940's classics. Flying Heritage Collection had its new hangar (as well as its old) on full display for guests. Volunteer docents patiently explained details to whatever degree the curious were willing to engage.

The ramps on east and west side were full of aircraft and cars, along with friends and families. Seafair Pirates roamed the grounds. The challenge was to see everything on one side before boarding the steady stream of cross-field shuttle buses and see it all on the other side. Another challenge was choosing among the many flavorful food items our vendors offered for lunch.

Civil Air Patrol cadets provided color guard pageantry as the Star Spangled Banner was sung. These and more cadets are an essential asset to the volunteer ranks as their uniforms and professional

demeanor bring a quiet but effective discipline to crowd management where needed.

The Black Jack Squadron, reliably on time, mustered a nine ship visit with three passes and varying formations. Next were the Flying Heritage Foundation's Zero and Hurricane. Long howitzer-like lenses moved to the bicycle fence at Alpha ramp to catch them sharply focused (but with appropriately blurred prop). The Northwest Beechboys performed three crisp flyovers – a fingertip four strong left, a diamond and an echelon left.

In the midst of these flying demonstrations, Boeing continued to conduct business-as-usual, with high speed taxi tests, 787 departures, as well as Dreamliner and Antonov An-124 operations. All that plus warbird passes, Young Eagle flights and transient arrivals on top of a typical Saturday of operations. Paine Tower's ATC professionals blended this mix like an Iron Chef Faceoff. Well done – and Thank You!

(Continued on page 3)



She can't wait until she is eight years old and can go for a ride.

Washington Pilots Association
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Yakima Air Terminal

2400 West Washington Avenue Yakima, WA 98903



Yakima Air Terminal - McAllister Field is located within the Yakima Valley. The Airport has 134 based aircraft, including 107 single-engine, 22 multi-engine piston-powered, three turbojet, and two helicopters. The latest available data indicate that Yakima Air Terminal had 48,157 annual operations. Alaska Airline's regional carrier Horizon Airlines provide service to Seattle using de Havilland Dash 8s - Q400 aircraft. Cargo carriers serving the Airport include FedEx and UPS.

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

AIRPORT CHARACTERISTICS

Location	Service Classification	Approach
Legislative Dist: 04	Federal: Commercial Service Airport - Primary	Airport Elevation: 1,095
Associated City: Yakima	State: Commercial	Approach Category: C: 121 to < 141 knots
County: Yakima		
Organizational Structure	Runway(s)	Type of Airport
Ownership Type: Joint	Number: 2	FAA: IIC
Owner: City of Yakima/ Yakima Count	Type(s): Asphalt, Asphalt	Description: C-III Group (Boeing 727)

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
Agricultural Spraying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Number of Cargo Carriers: -
Air Ambulance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Total Cargo Volume (Tons): 2,268
Medical Transport	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ground Transportation
Airplane Parts Manufacturing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	AIS Last Updated: 12/17/2010
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Bus Service <input type="checkbox"/>
Wildland Firefighting	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Taxi Service <input type="checkbox"/>
Skyskiing/Parachute Drops	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Marine Service <input type="checkbox"/>
Aerial Tours	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Rail Service <input type="checkbox"/>
Civil Air Patrol	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Shuttle Service <input type="checkbox"/>
Cargo Activity	<input type="checkbox"/>	<input type="checkbox"/>	Limo Town Car <input type="checkbox"/>
Flight Training	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Other Ground Transportation <input checked="" type="checkbox"/>
Commercial Carrier Activity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Comparison by State Classification Take Offs and Landings (Operations)

Airport	Classification	
	Low	High
Based Aircraft	136	471
Operations	45,857	313,954

Year	Commercial Enplanements*
2010	55,911
2009	61,571
2008	71,162

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

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:	Yakima
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	543	315	858
Labor Income	\$ 31,000,000	\$ 12,200,000	\$ 43,200,000
Output	\$ 79,200,000	\$ 33,100,000	\$ 112,300,000

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:	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	112	60	172	94,000	0.18%
Labor Income	\$ 3,200,000	\$ 2,800,000	\$ 6,000,000	\$ 3,311,700,000	0.18%
Output	\$ 9,900,000	\$ 8,600,000	\$ 18,500,000	\$ 10,160,600,000	0.18%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 384,000	\$ 166,000	\$ 494,000	\$ 2,900,000	\$ 3,944,000
Visitors	\$ 86,000	\$ 91,000	\$ 91,000	\$ 557,000	\$ 825,000
Total	\$ 470,000	\$ 257,000	\$ 585,000	\$ 3,457,000	\$ 4,769,000

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.



Printed: 3/22/2012

Backcountry Committee – Is there an appetite?

By Les Smith

I like the way Bill Ables describes it in a recent Oregon Pilots Association "Prop Wash" newsletter:

Imagine yourself getting up at o-dark thirty and heading down to your waiting plane, all prepped, fueled and loaded with camping gear and food for your 3-day trip. You'll be meeting up with friends at Chukar Flats, The Pinnacle Ranch, Dug Bar, or any dirt strip in Oregon. Your wheels lift off the asphalt at your home base and you and your co-pilot are off into the cool still morning air. After an hour of cruising, you set up for your not so normal approach, because that is what the terrain dictates, and you touch down onto the narrow dirt strip that takes skills far beyond landing at KJSH or KSLM. You come to a stop with some 50-feet to spare and you get out, tie her down and wait for your buddies.

If this is your favorite way to fly, then we'd like to hear from you. WPA is exploring the creation of a Backcountry Committee. This group would help inventory back country and recreational use airports and work with folks like the Recreational Aviation Foundation and neighboring state groups like Idaho Aviation Association and Oregon Pilots Association's newly formed Backcountry Committee. If you have an interest in the backcountry and want to ensure WPA keeps backcountry on its radar, please give me a call at 425-870-2287 or drop me an email at president@wpaflys.org.

President's Message...

(Continued from page 1)

busiest airport in the world, I can't help but think of the fuel tax paid by all those aircraft from all across America. Those FAA services are well paid by this equation.

This same behavior by the FAA is happening elsewhere. It even threatens the Arlington Fly In coming up in July. If the FAA asks for reimbursement on Air Venture or Arlington operations, where else might they start to unilaterally levy similar fees?

Your membership in WPA is important. It is critical to know that a watchful membership stands ready to voice their defense. We can keep our powder dry for the moment, but please - stand by for the call to write your elected representatives about vigorously opposing these additional cost burdens on GA, which already gives its fair share in funding our national airspace system.

If your plans include a visit to Arlington

for the Fly In, please be sure to stop by the main exhibit tent. WPA will have a booth. Share some flying stories with the volunteers on the booth. And with the visitors that stop by, share a little bit about why you belong to the WPA. The best advertising is word of mouth. Hope to see you there!

WPA seriously needs a Membership Director. We have been without one for some time, and past president Dave Lucke and now I have been doing double duty. This is NOT the best approach for something as important as membership. We need a true Membership Director with the marketing talent and the zeal. For the benefit of the Association, I ask you to consider stepping forward, or if you know a member who would be right for the job, encourage them to volunteer. You'll get as much out of it as we will.

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

JOIN WPA

Please Join or renew today!

www.wpaflys.org

Washington Pilots Association

Serving Washington Pilots Since 1960

WASHINGTON PILOTS ASSOCIATION

WPA Wings

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The WPA reserves the right to edit all letters and to refuse inappropriate advertising. Opinions expressed in WPA Wings, including those in letters to the editor and advertisements, are the opinions of the writers and do not necessarily reflect those of the WPA.

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

Be smart, and please fly safely.

Washington Pilots Association

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Okanagan/Ferry County Chapter Files Lawsuit to Stop Sewer Lagoon Development at Omak Airport

The Omak Airport is the largest and most developed airport in Okanogan County. As the name implies, it is owned by the City of Omak. Okanogan County is the largest county in the state. With an area of 5,281 square miles it stretches from Grand Coulee Dam to the Cascade Mountains and from Canada to the Columbia River. With commercial air service in Wenatchee to the south and Penticton, B.C. to the north it's not difficult to imagine a time when Omak may become home to regularly scheduled passenger service. The runway is 4,667 feet long by 150 feet wide and it is well used by corporate and government jets. Located in the middle of the Okanogan Valley KOMK is used annually for aerial fire suppression and is a year round crossroads and fueling stop for general aviation aircraft.

There is now a newly constructed sewer lagoon located directly beneath the downwind leg for Runway 35. In May 2009 a septic tank service applied for a conditional use permit (CUP) to construct a sewer lagoon. The lagoon was not constructed and the owner passed away in December 2010. Subsequently another second septic tank service applied for and was granted a conditional use permit for construction of a sewer lagoon on adjacent property. Two irrigation districts and a water users association appealed this second CUP to the Okanogan County Superior Court and the lawsuit was settled in May 2012 on the day scheduled for hearing on the summary judgment, which resulted in the lagoon not being constructed by the second septic service. In February 2012 the estate of the first septic tank service was probated. There was no expiration date on the first CUP and sometime after the settlement with the second septic service construction was begun by the first septic service. In September 2012 the Okanogan Ferry County WPA Chapter filed a petition for a Declaratory Judgment and Injunction seeking cancellation of Okanogan County's granting of the first CUP. The construction now appears to have been completed sometime in 2013.

There is no record of pilots being informed of the public hearing that was held for issuance of the first CUP. It appears that notice of the hearing was not in the one countywide newspaper with the largest circulation but was put in the classified section of a newspaper in an outlying area with substantially smaller circulation. Even if one accepts the notice as adequate it's important to understand that pilots from every location use the airport and are subject to the increased risk of bird strikes and have an interest in airport safety. It's worth noting that pilots were present at the hearing on the second CUP but their input was essentially ignored.

The Omak Airport is located within the Okanogan County Airport Safety Overlay District. The newly constructed sewer lagoon lies directly beneath the downwind leg for Runway 35. The Okanogan County Airport Safety Overlay District Ordinance OCC 17.32.005 states as its purpose: *"The purpose of this section is to protect lives and property on lands which lie within the transition and approach zones surrounding an airport or landing field. Also, the district is intended to prevent the establishment of air space obstructions through height restrictions and other land use controls for the safety of persons airborne."* OCC 17.32.040 declares that: *"No use shall be permitted within this district which would foster an increased bird population and thereby increase the likelihood of a bird strike problem."* It seems clear that the county ignored its own ordinances by permitting a use that would foster an increased bird population thereby increasing the likelihood of a bird strike problem and endangering the lives of pilots as well as persons and property on the ground.

Unfortunately, in the world of government and land use planning, things are not necessarily what they seem. OCC 17.02.060 says: *"The issuance of any permit or license by any department or agency of the county shall not in any way make lawful a use of land or structure otherwise in*

violation of this code. Any permit or license issued for a use of land or structure thereon which violates this code shall be and is null and void." If the county ordinance actually meant what it says our lawsuit would be over and we could go flying without concern for increased bird strikes.

County Ordinance OCC 17.32.010 specifically incorporates FAA standards: *"The dimensions of the transition and approach zones shall be determined by the current Federal Aviation Administration use classification and standards."* FAA Advisory Circular AC No. 150/5200-33B sets forth the standards for separation between an airport's AOA (airport operations area) and the hazardous wildlife attractant. For airports serving piston-powered aircraft a distance of 5,000 feet is recommended. For airports serving turbine-powered aircraft a distance of 10,000 feet is recommended. For approach or departure airspace a distance of 5 statute miles is recommended if the wildlife attractant may cause hazardous wildlife movement into or across the approach or departure airspace. The Omak sewer lagoon appears to be located little more than 1,000 feet perpendicular from the runway.

It is important to note that this is not a LUPA (Land Use Petition Act) appeal which is required to be filed within 21 days of a permit being granted. We are pursuing our remedy based on a nuisance theory. State law defines nuisance as, among other things, *"unlawfully doing an act, or omitting to perform a duty, which...in any way renders other persons insecure in life, or in the use of property."* As an ongoing nuisance the case should not be governed by LUPA and its restrictions which limits review to a 21 day window. As a matter of public safety for pilots and residents we believe the unlawful act of the county granting the CUP should be cancelled as authorizing a nuisance.

We asked the City of Omak if they would consider joining in the lawsuit but they declined and expressed reluctance to cross swords with the county amid concern that it could damage their relationship with the county even though not taking action to prevent the sewer lagoon development jeopardizes the City's license with the FAA.

It must be said that it's not easy to take on this kind of legal battle. It requires determination, endurance and most importantly, financial resources. We have been fortunate to have contributions from a number of anonymous benefactors and a \$500 contribution from the State WPA without which it would not have been possible to proceed. Perhaps our greatest benefactor has been our attorney, Richard Price, who has contributed a great deal of his time. Mr. Price is a seasoned attorney who has earned the respect of his peers with early successes in class actions and other "David vs. Goliath" battles.

Among the important lessons to be learned from our experience so far is that the pilot community must be proactive. You've probably heard this before but it deserves repeating. It's not enough to rely on "legal notices". It's essential to be involved in a way that allows you to "know what's going on" in your community as it impacts airport operations. Who would've thought to make a connection between the local septic tank services, bird strikes and our primary airport?

The county and the sewer lagoon developer have combined forces and filed a motion to dismiss which was scheduled to be heard in May. However, both local judges have recused themselves from hearing the case and it will be set before a visiting judge, most likely from adjacent Chelan County. The trial date which was set for March 2014 has been stricken and will be reset. We will be flying MVFR, so to speak. And, depending on the outcome, it may be necessary to pursue our remedy to the State Court of Appeals.

*Dave Edwards, Secretary
Okanogan Ferry County Chapter*



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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

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 JKRV6A2@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@idahoveneer.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, donaldfflick@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.**

Neighbor Day Open House Scheduled For Felts Field

In a departure from previous Felts Field Open House events, the B-17 is being replaced by aircraft flown in from the John Sessions collection at Paine Field. The airplane enthusiast's B-25 will be in attendance selling rides to the public along with the possible arrival of a Spitfire and other vintage aircraft. Bi-planes based at Felts Field will also be on display and making formation passes including Stearman, Travelaires, WACOs, and the big Boeing 40C.

Last year's event attracted approximately 15,000 visitors, and sponsors are hoping to increase that number in 2013.

The celebration of flight brings together numerous attractions. Most of the companies on the field will have booths explaining their missions, plus several of the area flying organizations such as the EAA, WPA and 99's will be showing off their annual activities.

Moody Bible College Aviation Division, Skyway Café, Western Aviation, Rocket Engineering, MedStar Air Ambulance and Spokane Community College Aviation Division will participate with booths and other informational attractions.

The Spokane Airport arranges the event each year, and participates by sending out 52,000 multi-color postcards to people who reside in the six zip codes surrounding Felts Field, plus placement of numerous posters in the area.



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Aircraft Maintenance Tips: Spring Cleaning

By Jeff Simon

The snow has melted in the northern parts of the country and previously dormant hangar doors are starting to open. Flying season is here!

But, before you jump back into the air, it's wise to take some time to prepare your airplane for the busy flying season. Aircraft are meant to be flown, and they can deteriorate quickly when sitting for long periods of time. So, it pays to do a thorough cleaning, inspection, and preventive maintenance as an introduction to the flying season.

Cleaning inside and out

Cleaning in the cold is uncomfortable at best and near impossible in some parts of the

country. Take the opportunity that the warm weather brings to give your airplane a thorough cleaning, both inside and out. This isn't just about cosmetics; it's about inspection and preservation.

Begin by thoroughly washing the outside of the aircraft, removing any bugs, tar, and oil by using an aluminum-safe cleaner such as Extreme Simple-Green (regular Simple Green is corrosive to aluminum). Follow the wash by protecting the paint with a high quality wax or polymer sealant. I prefer polymer sealants such as Rejex because in my experience they tend to last longer and provide a better barrier to stains from bugs and sap compared with traditional carnauba-based waxes.

The glass on your aircraft requires specific attention as well. Give all of the aircraft Plexiglas a thorough cleaning using plenty of water and your bare hand in order to remove all debris without rubbing it into the glass and creating new scratches. Follow the cleaning by polishing the glass with an aircraft-specific Plexiglas polish such as Plexus, Clear View, LP Aero, or Novus.

Moving to the inside of the aircraft, begin by removing absolutely everything that isn't attached to the airplane. Get a cardboard box and begin filling it with all the charts, pens, checklists, flashlights, rags, batteries, etc. If you're anything like me, you'll have to stop halfway through the process in order to go find a bigger box. Once the aircraft is empty, vacuum it thoroughly and clean the panel and windows from the inside.

Finally, open the cowling and clean off the engine, mount, and inside cowl by hand. A little bit of 100LL and a rag (with gloves) goes a long way in removing any built-up gunk and oil.

Inspection time

Inspections should not be just annual events, and you don't need to be a licensed mechanic in order to take a closer look at your airplane and its systems. Trace every system of the aircraft looking for leaks, mechanical issues, and corrosion. It doesn't take long to open the inspection covers on an aircraft and it's often the only way to get a glimpse of the control and fuel systems of the aircraft.

Look for signs of blue staining around all fuel hoses, injectors, etc. Check the drains on the fuel pumps and the distribution spider on fuel injected engines. Cold temperatures are particularly tough on the rubber diaphragms in these components and it's not uncommon to find leaks after a long, cold winter.

The control system is also subject to wear during the extreme temperature swings of winter. Using a soft cotton rag, gently run the rag over the control cables, especially near where they pass over pulleys. If the rag snags on strands poking out of the cable, have your mechanic take a look to see if the wear is within legal specs.

Lubrication, corrosion protection, and battery care

Almost every aircraft has a lubrication chart, which includes locations for lubrication, types of lubricant, and the recommended lubrication intervals for each component. Unfortunately, many owners have never seen the charts for their aircraft.

Take this opportunity to go through the chart and lubricate everything that calls for regular attention. These charts are very specific about the types of lubricant. Some areas require heavy lubricants such as greases while other locations can only use dry lubricants that will not attract dirt and grit. I've seen the problems caused by improvising in critical areas, so stick to the manufacturer's recommendations.

I also recommend using this springtime cleaning as an opportunity to treat bare surfaces of the aircraft to protect against corrosion. I like to wipe down areas such as the firewall with either ACF-50 or CorrosionX to keep everything clean and protected. I also make a point to coat any electrical contacts or terminals that are regularly exposed to the elements.

As a last step, start the summer off right by doing some routine battery maintenance. Batteries take a beating in cold temperatures. I recommend removing the battery from the aircraft, inspecting it, and charging it using an aircraft-specific charger.

A little TLC in the springtime can go a long way to ensuring that you have a safe and enjoyable flying season in the warm months to come. So, spend some time in the hangar this weekend, then pull out your bird and take back to the skies!

Jeff Simon is an A&P mechanic, pilot, and aircraft owner. He has spent the last 14 years promoting owner-assisted aircraft maintenance as a columnist for several major aviation publications and through his how-to DVD series: The Educated Owner. Jeff is also the creator of SocialFlight, the FREE mobile app and website that maps over 5,000 aviation events. Free apps available for iPhone, iPad and Android, and on the Web at www.SocialFlight.com

EAA Chapter To Finish Fallen Member's Plane

RV-8 Was Being Upgraded By Service Member Fatally Injured In KC-135 Accident In Kyrgyzstan

A special project is occurring at the EAA Chapter 79 hangar on Spokane, Washington's Felts Field. About a dozen chapter members are working to complete panel work on the RV-8 owned by a fellow member, United States Air Force Capt. Tyler Voss, who was tragically killed along with two other airmen when their KC-135 Stratotanker crashed on May 3 in Kyrgyzstan.

Voss (pictured), who was 27, joined the chapter about two years ago after acquiring his airplane from another owner. He was feverishly working to finish his new panel and other upgrades at the time he was deployed earlier this year. Chapter member Marian Heale wrote in the May edition of The EAA Chapter 79 Newsletter:

"On his last day in the country he gave his life for, Tyler was working on his RV-8 at the EAA hangar. He spoke to (chapter member) Vance Simons, who had become a friend since he is also building an airplane in the hangar and they saw each other often. Tyler said his goal had been to finish refurbishing his RV-8 before deployment, but duty called, and he would be leaving the next day. Vance said, 'Well, at least you're leaving for a good cause - to fight for your country.' They agreed, wished each other good luck, and Tyler said he would see Vance in two months."

Unfortunately that day never came. Voss died when his Stratotanker crashed near Chon-



Aryk, Kyrgyzstan, shortly after takeoff on a refueling mission in support of Operation Enduring Freedom.

Chapter President Jack Hohner became friends with Voss when he joined the chapter. "I got to know him when he started working on the airplane in our chapter hangar," he said. "Always had a smile on his face, was well-liked by everyone." Chapter 79 is a very active chapter with about 120 members.

After the crash, chapter members decided to volunteer their time to finish Voss' airplane as a tribute to the fallen warrior. "We had more people come forward willing to help out than can be accommodated," Hohner said. He estimated about 40 hours of work left to complete the airplane, which, when done, will be flown back to his hometown in Texas to be given to his family.



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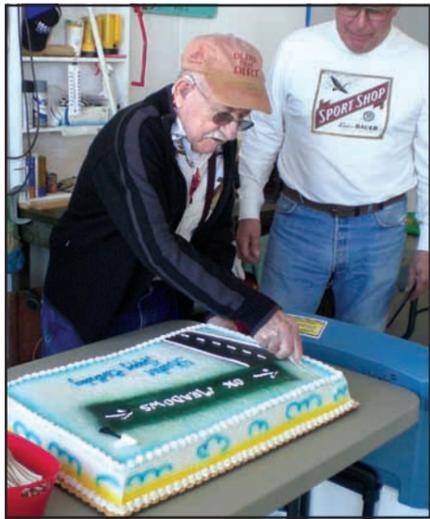
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Spokane Pilots Celebrate Nonagenarian Skeeter Carlson's Birthday



By Marian Heale

On a beautiful spring day several friends gathered at Skeeter's place to enjoy the view and the comradely of pilots. Someone said, "Don't those OX engines look good sitting out there in that meadow?" Thus was born "OX Meadows", a wonderful place of imagination and dreams located just outside Spokane. Skeeter and his wife Doris have lived on the 50-acre spread for 54-years now, building and flying many different airplanes, and teaching others to build and inspiring them to fly.

Ed D. (Skeeter) Carlson well remembers when he saw his first airplane. When he was four-years-old, his dad and grandfather took him to the 1927 Spokane Air Derby. For Skeeter it was all legs and dust till his father put him up on his shoulders so that he could see the action. When Skeeter saw something he wanted to get a better look at, he would pinch his father on the neck to get his attention. When the day was over, his dad looked like

Skeeter cutting his birthday cake.

he had been bitten by a swarm of mosquitoes, so Ed became "Skeeter", a name that has stuck to this day.

When Skeeter was 16, he purchased his first aircraft, a Velie Monocoupe, with money from his paper route. He didn't have money for both flying lessons and the airplane, so Skeeter chose the airplane. He taught himself to taxi in a field near his home. He says it may have been a little fast for a taxi, and it may have been a little high for a taxi, but he is sure that it was a taxi. Soon, Skeeter had managed to save \$5 for an hour in the air from a certified instructor who just happened to be a female. By the time he was 18, Skeeter had about five hours under his belt, mostly from the Mamer-Schreck flying school at Felts Field.

It was about this time that Skeeter developed a case of scarlet fever, and was sent to a place known as the "Pest House" located near the Spokane River. This was where all those with communicable diseases were sent till they got past the point of being able to give their disease to others. During his "Pest House" month, which according to Skeeter seemed like six months, he was drafted into the Army. He was given a battery of tests to find out what would suit his abilities, and he passed all the requirements to be a pilot. However, while his dad was willing to sign the papers enabling him to go to flight school, his mother felt flying would be too dangerous, and she refused to sign. So, Skeeter became an airplane mechanic, working on L4's.

After training at several bases, Skeeter landed in Cardiff, Wales, in November of 1944. While he and his group disembarked, sever ladies had gathered at the pier to watch. Their comment was, "Why, they're nothing but children." New L4's had also been shipped in crates, and "the children" soon set about putting them together. After this it was on to Liege, Belgium, and then the Battle of the Bulge. When remembering his WWII experiences, Skeeter recalls the intense cold that American troops were not used to, and ill prepared to handle with inadequate clothing.

As the war neared its end, there was no more use for the L4's, so they were flown to designated places in Europe, and the mechanics who serviced them were placed in a variety of positions. Skeeter, now in Germany, was supposed to be chasing SS Troops and serving as a guard for German prisoners. Sometimes, when he was busing scrounging airplane parts, he would give one of the German prisoners his jacket, helmet, and rifle without a clip, and the German would guard prisoners.

Meanwhile, Skeeter had refurbished an L4 that crash-landed near his base. He rebuilt the aircraft by procuring parts where he could, hid it from the officers, and was busy touring Europe. He also managed to fly a lot of his buddies around the area. Some of them had never been in an airplane, and Skeeter was only too glad to give them the experience. He says sometimes the line to go for a flight was a mile long.



Skeeter seated in front of Jim Miller's beautiful Travelaire

Skeeter is not sure how he got away with some of his flying, other than the fact that Europe was in chaos. At least Skeeter wasn't in chaos. He knew what he wanted to do, and proceeded accordingly to fly at every opportunity. At one time, still feeling that those over him were cutting into his flying time, Skeeter snuck into the operations tent and changed his orders. After that he had more time to fly.

Although there was no way for him to get his beloved L4 back to the states, Skeeter still has the tachometer from that airplane. It is installed in the L4 he currently owns. Skeeter was released from military duty in February 1946.

On returning home, Skeeter used the GI bill to get his pilots' license in 1946 at Mamer-Schreck, and purchased a Travelaire 2000. Through the years Skeeter worked at several jobs, even using his piloting skills at one time to search for uranium for the Silver Dollar Mining Company. The business with which he spent the most time was The Washington Barber and Beauty Supply Company, which was founded by his grandfather. He spent 17 years with the company, working as a salesman.

In 1947, Skeeter took Doris for her first airplane ride in a 1934 Aeronca C3. It was memorable. The airplane caught fire; they landed at Weeks Field, and had to walk home. It must not have been too much of a deterrent, as they have been married 61 years.

In 1950 Skeeter found a Ryan B1 Brougham at the Coeur d'Alene Airport, and envisioned a new project. In 1952, Skeeter's refurbished Ryan B1 was used in making the movie, "Spirit of St. Lewis."

Over the past 71 years Skeeter has owned, flown, refurbished, built, and loved over 50 airplanes; and his love affair with airplanes and the sky is far from over. Skeeter's current project is restoring a Corbin Jr. Ace. He has been working on the airplane for two years, and it could fly this fall. He also has a C2 and a Gipsy Moth in the works.

Skeeter's life has been filled with so many airplanes, so much flying, and a tremendous amount of adventure. I have barley skimmed the surface. If you want to hang out with someone who truly loves to fly, or if you need help on any antique project, just ask Skeeter. He might even share some of his stories of daring do and incredible flying escapades.



Skeeter and his daughter getting a ride

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Paine Field Aviation Day

(Continued from page 1)

Kid-focused activities were on the increase this year, and while including the ever-popular face painting and bouncy houses, there was healthy stimulus for young minds with robotics teams, Pacific Science Center, Reptile Man – even an inflatable planetarium.

Over on the west side Historic Flight Foundation hosted Lt. Col. Ed Saylor's first person accounting of the fabled Doolittle Raid, followed by Mike Lavelle's description of early airline operations - illustrated by the uniquely rare juxtaposition on the ramp of a Boeing 247 and Douglas DC-3. Flights by HFF's collection included their T-6 with two Cascade Warbird T-6's and Heritage Flight Museum's A-1 Skyraider. Then came the B-25, P-51B and Spitfire all together. This was followed by a Bearcat and Tigercat sortie. Final flights that day were multiple passes by the DC-3.

And then – it was over. Guests streaming for the exits, stragglers and late arrivals more slowly moving to the gates, paused for this or that last view. An improvisational, but surprisingly organized flow of cars and aircraft headed home to hangar or garage.

Volunteers made their way to the HFF Beer Garden. A glowing sunset illuminated the east side, as tired but gratified volunteers enjoyed a toast to the day's success and a taste of smoky barbecue, courtesy of Paine Field – our Airport of Choice. After the roar of engines and the smell of exhaust, the taste and the toast were sweet indeed.



Airworthy Autogas For General Aviation?

By Glenn Pew, Contributing Editor, Video Editor

An Arizona-based company Wednesday said that it plans this year to produce and distribute a 93-octane premium unleaded, ethanol-free fuel as an avgas alternative for aircraft that do not require 100LL. Airworthy AutoGas, LLC, says its "high purity, low vapor pressure" fuel will be available beginning late this year. Bringing the fuel to market will provide "an alternative for the majority of general aviation aircraft without compromising airworthiness," according to Mark Ellery, the company's director of business development. The company says its decision to produce and market the fuel was driven by dramatic changes in automotive gasoline in recent years and a goal "to get pilots flying more, for less."



While ethanol-free automotive gasoline has previously been widely available, in recent years automotive formulations have changed to include ethanol to combat emissions, according to the company. That along with inconsistencies in the fuel across geographic regions and due to seasonal influences were seen by Airworthy AutoGas as significant concerns that the company argues could make traditional autofuel unsuitable for use in aircraft. Airworthy AutoGas uses a patent-pending formulation that it says "meets or exceeds the requirements of ASTM D4814, Lycoming Engines SI-1070 'S' specifications and the numerous EAA and Petersen Aviation Supplemental Type Certificates."

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WPA CALENDAR OF EVENTS

June 7, 2013 (Friday)

6:30pm Paine Chapter

June 8, 2013 (Saturday)

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

June 12, 2013 (Wednesday)

9:00am North Sound Chapter

June 14, 2013 (Friday)

7:00pm Green River Chapter @ Trotter's Auburn

June 15, 2013 (Saturday)

7:00am Desert Aire Fly In Breakfast 509-932-5642 vtailduck@smwireless.net
8:00am Tonasket Father's Day Fly In - Okanogan Chapter
BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

June 16, 2013 (Sunday)

8:00am Tonasket Father's Day Fly In - Okanogan Chapter

June 19, 2013 (Wednesday)

9:00am North Sound Chapter
7:00pm Olympia Chapter Meeting @ Pearson Air

June 20, 2013 (Thursday)

7:00pm Clallam County Chapter @ Rite Bros. Aviation
Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

June 22, 2013 (Saturday)

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
Fantasy Field Fly In (FA99) - 360-262-3060
Richland Fly In & BBQ

June 23, 2013 (Sunday)

Richland Fly In & BBQ

June 26, 2013 (Wednesday)

9:00am North Sound Chapter

June 27, 2013 (Thursday)

6:30pm Deer Park Chapter @ Deer Park Airport Administration Building

June 29, 2013 (Saturday)

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

July 2, 2013 (Tuesday)

6:00pm Arlington Chapter @ NASA Restaurant

July 3, 2013 (Wednesday)

9:00am North Sound Chapter

July 4, 2013 (Thursday)

Yakima Valley Chapter
Free Admission www.museumofflight.org

July 5, 2013 (Friday)

6:30pm Paine Chapter

July 6, 2013 (Saturday)

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

July 10, 2013 (Wednesday)

9:00am North Sound Chapter

July 13, 2013 (Saturday)

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

July 17, 2013 (Wednesday)

9:00am North Sound Chapter
7:00pm Olympia Chapter Meeting @ Pearson Air

July 18, 2013 (Thursday)

7:00pm Clallam County Chapter @ Rite Bros. Aviation
Okanogan & Ferry County Chapter meets alternating between Omak and Tonasket

July 19, 2013 (Friday)

Prosser Airport Days & Fly In

July 20, 2013 (Saturday)

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp
Biplane Fly In - Deer Park Chapter

July 24, 2013 (Wednesday)

9:00am North Sound Chapter

July 25, 2013 (Thursday)

6:30pm Deer Park Chapter @ Deer Park Airport Administration Building

July 27, 2013 (Saturday)

BBQ Lunch @ KONP (Oregon) newportoregon.gov/dept/onp

July 31, 2013 (Wednesday)

9:00am North Sound Chapter

August 1, 2013 (Thursday)

Yakima Valley Chapter
Free Admission www.museumofflight.org

August 2, 2013 (Friday)

6:30pm Paine Chapter

August 3, 2013 (Saturday)

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

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Pickup-Races on Saturday ~ June 8th @ 1:30 P.M.
Combines on Saturday ~ June 8th @ 3:00 P.M.
Grain Truck Races ~ Intermission of Combines
Soap Box on Sunday ~ June 9th @ 2:00 P.M.
Cars, Combines, Trucks, Pick-ups @ Arena
Soap Box on Smart's Hill

SATURDAY'S EVENTS ALSO INCLUDE

Kid's Parade @ 10:45 A.M.
Grand Parade @ 11:00 A.M.
BBQ following Parades in City Park

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In addition to completing this survey, if at any time you have comments regarding the service you are receiving from one of our towers, please feel free to send us an email at FCT.Surveys@serco-na.com. I appreciate your help and thank you in advance for your time and effort.

David J. McCann
David J. McCann
FCT Program Director

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