



# WASHINGTON PILOTS ASSOCIATION

42<sup>nd</sup> Year No. 2

April - May 2003

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A Marine Corps Christmas



Flight deck personnel watch as an F-14 Tomcat from the "Black Knights" of Fighter Squadron One Five Four (VF-154) launches off the angle deck, catapult three of USS Kitty Hawk (CV 63). U.S. Navy photo by Photographer's Mate 3rd Class Chris D. Howell.

## FROM H President's Message

H. Allen Smith

Well, here we go... year number 43 of the existence of the Washington Pilots Association, and 100 years since Wilbur and Orville mastered heavier than air flight. Kicking off the new year was our booth at the North-West Aviation Conference in February. A big thank you goes to all that worked so hard to make this happen. In just two days we signed up over 30 members, talked to hundreds of pilots, and applications continue to come in.

At a recent Board meeting Jerry Blanchard (State VP West) commented that a member had asked him, "Why does the State Chapter exist?" this is a good question... with many good answers. Here's my take... WPA brings 15 local flying clubs under the umbrella of one large State organization. As a result we have a much louder and more effective voice at the Aviation Division (WSDOT), the FAA, and at the State legislature. Let's talk about that legislature... I have worked as a member of WPA since 1996. When the legislative session opens... the WPA goes to work. Much of our effort is focused on fighting off "sounds good - feels good" legislation that someone, somewhere, thought was a good idea. Many of these bills do not even make it out of committee because the Washington Pilots Association is there at hearings and in hallways telling "our" side. We usually receive little credit for this never ending battle and yet our impact on General Aviation in this state is very real.

If you have the time for, and interest in, actively enjoying the activities and the friendships of one of our many chapters throughout the state... good for you. If you don't, you can still do your part and make a contribution to the great fun of flying around in Washington in a small plane. Be a proud member of WPA and continue to send in your \$31. Yes the money helps, but what really counts is our membership numbers. Members need to bring in new members. To do your part you have to put a little effort into it. Find someone at your airport and tell them we need their name on our membership list. Can you do that? Well if you can't I understand, but don't complain when one of your favorite flying destinations receives freshly painted yellow X's on the runways. WSDOT has made it clear that this is where we are headed. You see, our General Aviation "voice" is just not quite loud enough... Pull up [www.leg.wa.gov](http://www.leg.wa.gov) and click on "find

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## INCREASED AIRCRAFT REGISTRATION ENFORCEMENT

WPA supports the efforts by the WSDOT-AD to enforce pilot and aircraft registration; to more uniformly spread the burden of financial support for aviation. The following is a *proposed* letter which should be self-explanatory. -Ed.

Dear Airport Sponsor:

The Washington State Department of Transportation Aviation Division provides grant money each year to airports across the state that desperately need pavement maintenance and improvements. Airport preservation projects are made possible through the WSDOT Airport Aid Grant Program and over \$10 million in airport preservation needs are currently identified. Unfortunately, over \$7 million in preservation projects will go unfunded even when state and federal funds are combined. The condition of airport pavement is rapidly dwindling, leaving many facilities at risk.

Over two-thirds of the pilots and half of Washington's aircraft owners fail to register

with the WSDOT. This directly affects the preservation and survival of many airports, particularly in eastern Washington. Over the years, the WSDOT Aviation Division has done what it could to generate compliance of the state registration laws, but many remain unaware of the requirements.

Beginning April 1<sup>st</sup>, WSDOT Aviation will launch a registration compliance and enforcement campaign using the FAA database to identify non-registered Washington aviators. Every non-registered pilot, mechanic and aircraft owner will receive a letter providing registration information and offering the opportunity to comply by July 1<sup>st</sup> without incurring a penalty. After this amnesty period, WSDOT will begin assessing civil penalties in accordance with Senate Bill 5961 (see enclosed document).

We need your help. Airport sponsors can play a major role in spreading the word about state registration. When entering into lease agreements/renewals with aircraft owners, please direct them to [www.wsdot.wa.gov](http://www.wsdot.wa.gov), where they can take advantage of the new online registration system. WSDOT also encourages the continued commitment of airports

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## Pilot's Responsibility: Flight Preparation Jackson Hole Airport (JAC)

Jackson, Wyoming

Harold Handke, FAA

The Jackson Airport Traffic Control Tower (ATCT) opened in June of 2000. The opening of the ATCT was to coincide with the publication of the new charts with all the appropriate data for the new tower. The charts did not get published until December of 2000. However, NOTAMs were issued stating that the ATCT was open and operating. The first reported pilot deviation was on May 26, 2001.

There were no pilot deviations recorded from June 2000 to May 2001. The staff of the JAC ATCT felt obligated to give the pilots a chance since this was a new tower.

There were several documented pilot deviations that were not reported during this period. In one incident a pilot landed on the runway while it was closed and under construction. He had not checked for NOTAMs. In December of 2000, another pilot landed between the runway and taxiway with two feet of snow on the ground. Everyone walked away but the aircraft suffered major damage. The pilot was flying with outdated charts and he had not checked for NOTAMs nor did he contact the ATCT.

Since May 2001 there have been 22 recorded pilot deviations at the Jackson Hole Airport. Three were in helicopters used by the Forrest Service for fire-fighting. Seventeen were pilots from the local area, Wyoming or one of the states surrounding Wyoming (Montana/Ida-

ho/Utah/Colorado). The final two pilots were from Kansas and Oklahoma. Local pilots accounted for over 88% of all pilot deviations associated with fixed wing aircraft at this airport.

In all cases, the pilots had not met the requirements of FAR Part 91 Subpart B, paragraph 103, paragraph (a), "Each pilot in command shall, before beginning a flight, become familiar with all available information concerning that flight. For a flight under IFR or a flight not in the vicinity of an airport, weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed, and any known traffic delays of which the pilot in command has been advised by ATCT."

On August 12, 2002, an aircraft landed on Runway 18 at Jackson Hole Airport and exited the Runway at Taxiway A2. The pilot had not established communications with the ATCT prior to entering the Class D Airspace or prior to landing. There was a temporary flight restriction in effect at the time for a 3 nautical mile radius of the JAC VOR below 3000' AGL. The Vice Presidential motorcade was entering the field as the pilot landed and it crossed the runway departure end just as the aircraft exited the runway. The pilot taxied to the commercial ramp, passing approximately 100' behind Air Force Two. The pilot parked the aircraft between two Skywest aircraft and let two passengers out. He was not prepared for the reception he received when he got out of the aircraft.

The Teton County Sheriff's Department, the Secret Service, and the Transportation Security Administration (TSA) were waiting to greet him. Needless to say, his day went down hill from that point on.

FAA's recommended penalties for violating these specific regulations are:

- 91.103 Preflight Action (30-90 days suspension).
- 91.129(c)(1) Operating in Class D airspace without communicating with the tower (30-60 days suspension).
- 91.129(i) Landing without a clearance at an airport with an operating control tower (30-90 days suspension).
- 91.141 Flight Restrictions in the proximity of the Vice Presidential and other parties (30-90 days suspension).

The pilot could have his certificate suspended for up to 330 days. The case is currently pending. The FAA takes no pleasure in pursuing certificate action against a pilot. However, **this is a very dangerous situation that must be controlled.** The penalties are a measure of the FAA's concern over these errors.

The bar has been set. Whatever penalty the above pilot receives, it will probably be the same for any other pilot which has the same transgression.

Pilots must remember to contact the ATCT before entering the Class D airspace when flying into Jackson Hole Airport.

It is your responsibility as pilot in command to check current NOTAMs and ensure that you have current charts.

## Nesko on WASAR

WASAR WANTS YOU!

Tom Nesko, WPA WASAR Director

The 2003 Board of Directors was elected at the annual meeting held on the 22<sup>nd</sup> of February at the Puyallup Aviation Trade Show. The candidates were elected and subsequently assigned duties as follows: State Director - Tom Nesko, Eastside Coordinator - Chuck Eller, Westside Coordinator - Tom Jensen, Secretary - Gary Evans, Treasurer - Jack Krause. Two other positions sit on the board and they are newly elected WPA President H. Smith and a yet to be announced representative from the CAP.

The first task undertaken by the Board is to seek revitalization of the organization. Every member of WASAR will shortly receive a newsletter telling him or her why WASAR wants their participation. The board is reviewing a draft of this letter as this is being written. Fortunately, people in Washington have been flying safely over the past few years limiting the need to initiate formal searches. Scheduled training opportunities have not been utilized efficiently by members who undertake initial training and who then don't participate afterwards in order to remain current. In its first meeting on the 11<sup>th</sup> of March, the Board met with Karl Moore, SAR Coordinator for the WDOT Aviation Division and expressed his thoughts on increasing the number of training events. It must be

remembered that in order to participate in an actual event, you must possess a current valid SAR card which shows that you have either participated in a search or training event within the last two years. When (thankfully) actual need to search for downed aircraft doesn't happen, then the next best opportunity is the training exercise. Participation in this type of event in the past several years

has been woefully down. So the Board has to come up with a strategy to increase your participation. Don't be surprised if you get a call (as you would in an actual event) to come out to a base of operations and participate in a SAREX. While the urgency in a practice event isn't as great as a "real-life" event, I would ask

that you do understand the degree of importance and participate.

During the calendar year of 2002 there were 350 reported aircraft incidents to include the following as reported by Moore:

- 211 ELT's that required investigation
- 62 aircraft accidents
- 11 aviation fatalities (in 7 accidents)
- 33 overdue aircraft (failure to close flight plans)

Let's hope 2003 shows a reduction in the above numbers.

Please feel free to contact any Board member with comments, suggestions, ideas that might improve the opportunities to become involved with furthering the WASAR mission. Thanks, and continue to fly safely.

### Preliminary WASAR Training Calendar

The following SAR Training Calendar for 2003 was released by the Aviation Division, Karl Moore, SAR Coordinator and is listed for your information. Please contact Moore at the Aviation Division, 1-800-552-0666 for further information.

- May 3 ASARC 101 (Orientation) Spokane
- May 4 SAREX w/CAP Grp 1 Spokane
- June 7-8 SAREVAL (Thun Field)
- September 13-14 Mountain Flying Clinic, Wenatchee
- September 27-28 ASAROC 101 (Orientation) Puyallup
- October 25-26 SAREX w/CAP Grp 5
- October 8-9 Nov ASAROC 101 (Orientation) Yakima

## The Frugal Flyer

I want to write about two no-cost safety items in this issue. The first item is to carrying a cell phone as an emergency backup to your normal airplane and handheld radios. With the wide coverage of cell phones today, if you should ever have an off airport landing or some other emergency, there is a very good chance you could use a cell phone to call for assistance. The no-cost part comes in, as you do not have to be paying for cell phone service to call 911. By law, cell phone companies must answer all 911 calls. So what you have to do is find someone who has ended or changed his or her cell phone service and ask for their old cell phone. Then all you have to do is charge it up before a flight and toss it in your flight bag. If you have an emergency, use it and do not worry about when and where cell phones should be used. If you have a choice, try to obtain a phone that has tri-mode operation. This means

the phone will work with all cell phone companies and on both analog and digital systems.

The second safety item is to carry your most recently expired ELT battery in your airplane. You can wrap it tightly in Saran-Wrap to seal it up and then find a place to store it in your plane. Most ELT batteries are not used for any other purpose and are tossed away. This second battery could be a lifesaver if you have an off airport landing and for some reason it is a day or so before help could arrive. When your current battery runs down, you could install an use the outdated battery. While the old battery might not have its full strength, it could extend your ELT signal for several hours. I hope you never have to use either of these two items, but they could be there if you ever need them - and at a cost the Frugal Flyer really likes - NONE.

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## Seattle Chapter Tours the Last Remaining Stratoliner

**Michelle Condliff, Greater Seattle Chapter**

On Saturday March 1, the Seattle chapter had the privilege of touring the one remaining Boeing 307 Stratoliner. The "Clipper Flying Cloud", as it is also known, is currently located at Boeing's Plant 2 where it is being refurbished for a second time. The tour was led by Buzz Nelson, a Boeing test pilot who has been involved with the 307 since the day he helped ferry it to Seattle from the Arizona desert where it was discovered.

The Stratoliner first flew on December 31, 1938 and was Boeing's attempt to re-establish itself as a market leader after suffering setbacks due to the popularity of the Douglas DC-2 and DC-3. The Stratoliner was the first fully pressurized airliner to enter service anywhere in the world. In addition to the pressurized fuselage, Boeing developed high-octane fuel in order to enable the aircraft to maintain power at higher altitudes. The Stratoliner reached altitudes near 20,000 feet and could cruise at 14,000 feet. With 5 crew members and room for 33 passengers, it was capable of flying the transcontinental route in just over 12 hours (2 hours faster than the DC-3s).

Due to World War II and a focus on building the B-17 Flying Fortress, only ten Stratoliners were built. The first prototype was used for flight testing and crashed March 18, 1939, just 11 weeks after its maiden flight. Three were delivered to Pan Am, five to TWA, and one was purchased by Howard Hughes who turned it into the first luxury private airliner. By December 24, 1941, TWA removed its five Stratoliners from service in preparation for their mobilization by the Army's Air transport. Pan Am followed suit and Howard Hughes retired his to a hangar. He later sold it to a Texas oil millionaire who turned it into a palatial Florida-based houseboat.

The Stratoliner that now resides at the Boeing plant was delivered to Pan Am March 22 1940 and started its career flying commercial air routes in the Caribbean. In 1942 it was commissioned as an Army Air Forces transport, serving mostly in South America. It returned to commercial service in 1946 and flew mostly between Bermuda and New York for nine years. In 1954 it was sold to the Haitian air force and it became the personal plane of strongman President Francois "Papa Doc" Duvalier. It had a muddled his-

tory for the next 26 years, changing hands several times. In 1972 it was discovered in Arizona by the Smithsonian who found its owner was in the process of converting it into a crop duster. It was purchased by the Smithsonian and loaned to the Pima Air & Space Museum in Tucson, Arizona.

The Clipper Flying Cloud was "re-discovered" by several Boeing employees while they were visiting the Pima Air & Space Museum to recover the Boeing Dash 80 airplane (the prototype for the Boeing 707). After learning that it was the last Stratoliner in existence, the employees offered to take it and restore it with all of its original parts. After some initial work to make it flyable, Buzz Nelson and his crew flew it to Seattle in June 1994. It was moved to Plant 2 (the location where it was originally built 56 years earlier) in March 1995.

Beginning shortly after its return from Arizona, the Stratoliner underwent six years of restoration by Boeing employees, retirees, and suppliers. Work was guided by original drawings from company archives and attention was paid to the smallest detail. An old swatch of cloth from the bulkhead, with the Pan Am logo, was found in the archives. The original manufacturer replicated the wall fabric using the same vintage looms as the original.

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## Pocket PC and the Savvy Pilot or - Welcome to the 21st Century

**Michael S. Sealton  
Green River Chapter**

Oh the joys of preflight planning; lay out the sectional chart and prepare a navigation log, spin the E6B through density altitude, wind correction angles, and time en-route calculations, do the weight and balance numbers on a calculator, determine proposed landing and takeoff distances. Don't forget crosswind component calculations. Did you gather all the pertinent information about the destination airport and possible alternates? Are we there yet? Is it time for a nap before the flight? There is no escaping the fact that proper preparation and a successful outcome of a cross-country flight takes considerable pilot input. Are there resources currently available that could possibly reduce the cross-country preparation time for the pilot-in-command?

Welcome to the 21<sup>st</sup> century and the wonderful world of pocket personal computers (pocket PCs). These amazing handheld devices, with incredible RAM, razor-sharp displays, and using the Windows 2002 CE operating system, should be in every pilot's flight bag.

The most pressing issue for the pilot appears to be selecting a unit that has the necessary memory and software, and is both user- and checkbook friendly. Good news, the price range for a GPS-compatible unit runs from \$249-\$700 depending on the level of hardware sophistication desired, and the need for wireless communication. Currently both Compaq/Hewlett Packard and Dell make units that can operate sophisticated GPS software. Other companies, i.e., Toshiba and ViewSonic, make very fine models, but as yet, are not GPS operational. Table 1 lists some of the key features that a pilot would desire with a GPS-compatible pocket PC. A recent survey listed the following items as the top five for prospective purchasers: 1. Price, 2. Bat-

tery life, 3. Synchronization, 4. Ease of use, and 5. Size. A must-have feature is the appropriate USB/serial port to support a GPS receiver system.

There is an expanding selection of pocket PC software for Windows CE available for download and/or purchase on the Internet. Some examples include PPCe6b which includes flight planning, wind triangle calculations, conversions, utilities, and a flight timer flight plan software; mathematical conversion programs, aircraft specific checklists, and powerful scientific calculators. For those

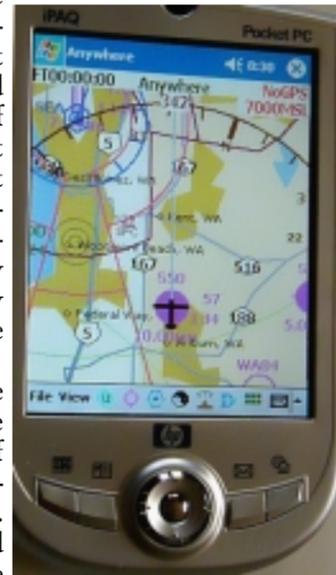
who are not mathematically-challenged, Windows 2002 CE includes a pocket, yet powerful version of Excel. With this software, it is possible to design programs to determine available take-off and landing distances, maximum cross-wind component values, density altitude, and even cold temperature error values (as described in the 2003 AIM, section 7). Hewlett Packard /Compaq have jointly produced the HP1910 pocket PC which is in the \$250-\$300 price range, and has an exceptional color display, 48 MB of memory, and

a replaceable NiH 900 mAh battery. Though this unit does not currently support any GPS platform, it has proved very useful for preflight planning, especially when one includes the Anywhere Map database. An older IPAQ 3635 is kept charged in the flight bag and is dedicated to GPS use.

DESIRABLE POCKET PC FEATURES	
MEMORY SIZE	32 MB or greater
BATTERY SIZE	900 mAh or greater
REPLACEABLE BATTERY	YES
DISPLAY TFT, Readable in bright sunlight	YES
GPS COMPATIBLE	YES
USB PORT	YES
SUPPORTS ANYWHERE MAP	YES
WINDOWS CE INCLUDED	YES
EXCEL INCLUDED	YES
ACTIVESYNC 3.5 SOFTWARE AND CABLE INCLUDED	YES
INFRARED PORT	YES

The successful use of a pocket PC as GPS platform has been accom-

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ANYWHERE MAP GPS SCREEN

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# ANGEL ON BOARD?

**Doug Owens, Angel Flight**

"Angel Flight 80M, do you have an angel on board that airplane?" Seattle Center asked me. I had just been handed off from Chinook Approach to Center. I was on an IFR flight plan, GPS direct from Stevensville, MT to Auburn, WA and was then over East Central Washington on a sunny October day at ten thousand feet. I had called Center on the radio to announce my presence on the new frequency. I was using my "Angel Flight 80M" call sign. I looked back at my two passengers in the rear seat. I had picked them up an hour and a half earlier, and had received a royal send off by the other members of their warm and caring family.

Seven year old Addie, blonde and blue eyed, a cheery little girl, and her mom Gayle, headed for Children's Hospital in Seattle for tests on Addie, were chattering away with each other in the rear seat. Both were wearing head-

sets, with micro-phones, but I could not hear anything over the intercom. The intercom was fully functional. Addie and Gayle were signing to each other using American Sign Language.



Gayle Tom, Addie Tom, Doug Owens 10/6/02 Stevensville, MT

For this pair, it did not matter how noisy the plane might be, they would communicate with each other just fine. Gayle later told me that Addie had lost much of her hearing due to her illness, and Gayle and her husband had attended classes during the summer to learn to better communicate with Addie using sign language. Although Addie has lost much of her hearing, it has not prevented her from exploring her interests in music.

Today's flight was not my first trip with this mother and daughter. I remembered that in January I had launched from Auburn to return them home after a visit to Children's Hospital, but the

weather (as always) was not as forecast. I had decided to land in Lewiston, rather than chance icing in clouds with high tops which developed unexpectedly over the mountains of central Idaho and western Montana on that trip. Luckily, after the three of us enjoyed a fine lunch in Lewiston, Gayle had contacted a relative who lived nearby and who happened to be heading to the Stevensville area for a family visit. This had saved Gayle's husband a twelve hour round trip over winding mountain roads to fetch the pair from Lewiston. Of course they had also been saved the alternative, a return flight to Seattle with me to wait out the weather. On my climb-out leaving Lewiston to return to Seattle, the tower controller told me that he thought Angel Flight was the greatest organization going, and I told him I agreed.

I recalled these things as we headed back to Seattle on today's flight. It was bumpy climbing out northwest

over Missoula and heading towards Mullan Pass to gain altitude until we were cleared direct to Auburn. Cumulo-bump clouds gave all of us a workout, but we all persevered. It was a relief to see the end of the cloud cover at the Idaho-Washington border, just as if Washington were welcoming us back with a bright, sunny day and smooth air. I had wanted to fly a complete mission with Addie and Gayle, ever since the January flight had been interrupted by uncooperative weather, and today was the day. I knew that it does not get better than this, to be able to offer help through Angel Flight for such brave people, and I was grateful. So when Center asked me whether there was an angel on board, I said "There sure is. The prettiest little angel you ever saw."

## DEER PARK CHAPTER

**Bill Loomis, President**

The Deer Park Chapter hosted Jim Scott from the WSDOT Aviation Division for a presentation on the new Adopt-an-Airport Program. Jim gave an interesting visual presentation on the state's airports and the details on how we can assist the state in keeping these airports open and safe. Our chapter has decided to adopt Sullivan Lake Airport and will meet with Jim on April 13 to assess the maintenance needs for the coming season. Chapter members will provide maintenance assistance three times during summer and fall.

## WENATCHEE CHAPTER

### Active Again!

**Marjie Stewart**

We've already had a busy winter here in the Wenatchee Chapter. We had a great Christmas, year end get together with awards in December followed by a meeting in January at the China Buffet in Wenatchee to plan for the upcoming year. We had a great meal and made some plans too!

In February, Al Hunter of Wings of Wenatchee sponsored a "Wings" program thru the FAA. We learned about spatial disorientation and flying into deteriorating weather.

In March, John Kell of Wings of Wenatchee gave a chart clinic. This was especially helpful to all those instrument types, and fly approach plates and IFR flight plans. We all learned something.

Our April plans are for a fly out to Odessa Washington on April 26<sup>th</sup> for Jubilee in the Desert. This is a full day of music and fun, airplanes, motorcycles and old cars. There will also be a quilt show. But the big one for us is the Parade of Airplanes. The highway will be closed, and the airplanes will taxi from the airport to the Park in Odessa for the day! Airplanes will be escorted back to the airport at 6:00 PM

Our plan for May is our annual Lake Wenatchee clean up. We haven't set a date yet but that will be coming soon! I think we've had a dry enough spring that this can be a fly in activity this year.

## SPOKANE CHAPTER

**Mike Eller, President**

The Spokane Chapter has great news! We would like to announce that our treasurer position has been graciously and competently filled by Judy Cocking. Judy's enthusiastic personality, and vast experience as owner and paperwork guru at Cocking Hardwoods will be a welcome addition to our group. Thanks Judy.

Dave Hood of Western Avionics on Spokane Felts Field was the speaker at our March meeting. He filled 23 interested members in on the latest of the GPS technology available to us. Of course, there is the big secret GPS box available to all sometime in the near future, that he did not fill us in on, just left all of us wanting to know more.

Our April 16th meeting will be held at Spokane Airways on Gieger Field. We are having Mitch Rowland, air traffic controller from the Spokane tower filling us in on local operations. Mitch says he is looking forward to speaking to a "captive pilot audience," we're bringing the rope and Longhorn Barbecue for dinner. It will be a fun evening.

Saturday April 26th is the 6th Annual Lake Chelan Gourmet Picnic and Croquet Challenge. Meet at the Skyway Café on Felts Field for a 9:00 am takeoff. Bring a lunch and your best croquet skills, be prepared for fierce competition and a good time. Rumor has it that our esteemed past president, Helen Perrin, coordinator for the event, has acquired a full size croquet set this year for which our sore backs thank you.

The May 21st meeting will be at Conley's Place with our local FAA's John Black as speaker.

The 4th annual Navigational Rally and Spot Landing Contest will be held on Saturday May 31st. Pilots and navigators meet at the Skyway Café on Felts Field at 8:30 am for briefing and rally coordinate sheet. Lunch will be free at the destination airport, RSVP (meller@qwest.net) if participating so that we can have enough food for lunch. This is much more fun than simply flying to breakfast as a group, there are prizes, excellent company, and free lunch if you complete the course and find the right airport. Students and their instructors are welcome to attend. One of the reasons that helped us decide to stage this event was to encourage student pilot participation. We all know someone that has started lessons and quit mid stream for one reason or another. This will give students an opportunity to meet local general aviation pilots and have fun while getting practical experience with flight planning.

## PAINE FIELD CHAPTER ABSENT

## YAKIMA CHAPTER MISSING

**Doug Owens** is one of 100 Washington pilots actively flying for **Angel Flight West**, a non-profit organization whose mission is to arrange free air transportation on private aircraft in response to health care and other compelling human needs. Angel Flight West links volunteer private pilots with persons in need whose non-emergency health care problems require travel to and from medical facilities throughout the eleven western states. Angel Flight West pilots donate the costs of all flights and there is never a charge for an Angel Flight mission.

Having started with a dozen pilots twenty years ago in Santa Monica, California, Angel Flight has since grown into a nationwide affiliation of regional organizations that together coordinate thousands of missions throughout the 48 contiguous United States. Under the umbrella organization Angel Flight America, the Angel Flight network has become the nation's largest charitable aviation organization.

In 1996 Washington State became the first of ten western states (excluding Alaska and Hawaii) that California-based Angel Flight West would expand to. Now, with 314 missions flown in 2002, Washington is the first state wing of Angel Flight West, outside of California, to have over 300 missions a year.

As mission numbers continue to grow, so does Angel Flight West's need for more pilots. To learn more about Angel Flight and how you can become involved as a volunteer, visit Angel Flight West's website at [www.angelflight.org](http://www.angelflight.org) or contact Angel Flight West Washington Wing Leader Fred Jossy at 425-488-0203. To have Angel Flight make a presentation to your pilot group contact Angel Flight West Washington Pilot Recruiter Christian Holtz at 206-782-7457. -Ed.

# Pocket PC

Continued from page 3

published by ControlVision, the designers of AnyWhere Map® GPS software. Their software coupled with a Garmin 35 GPS receiver system has proved very easy to set-up and use. A complete western hemisphere navigation database can be loaded into the IPAQ 3635 (or HP1910) with 32 MB of random access memory. The newly released version 1.3 software has improved topographic and man-made details to include interstate and state highways with their numerical designations, and lakes with names. A critical item is the inclusion of the most current TFRs that can be conveniently downloaded. The on-board AOPA airport listing provides highly detailed information for flight planning purposes, and virtually eliminates the need to pack the AOPA Airport Directory in your flight bag.

A portable system as shown, is currently used in Cessna 172 rental aircraft. It consists of a IPAQ 3635 pocket PC with 32MB of memory, a Garmin 35 GPS receiver, and a home-built 12V power supply (most rental aircraft have the accessory slot disabled). There is a lucite knee pad to mount the IPAQ and securely fasten the USB connector. The



12V POWER SUPPLY, GARMIN 35 GPS, IPAQ 3635 POCKET PC WITH ANYWHERE MAP, AND KNEE PAD

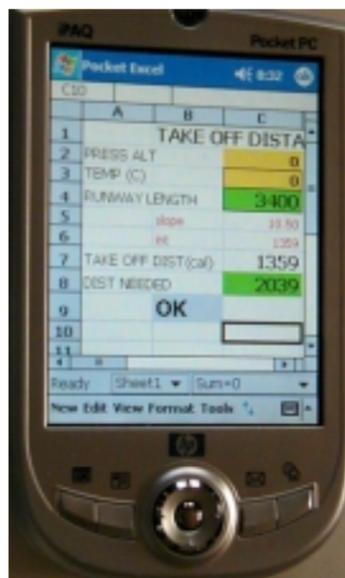
system when put to actual use, performed as advertised for VFR flights in the Northwestern Pacific corridor.

The IPAQ 3635: Garmin 35 GPS system is also readily adaptable for use in the family auto. Just mount the GPS receiving unit on the dashboard, and plug the power jack into the cigarette lighter. This setup proved invaluable on a business trip to the mid-west. Finding Chicago Midway airport from the interstate exit at 0430 a.m. proved to be a challenging task. Once off the highway, situational-awareness was definitely lost.

The use of the GPS system provided the necessary heading to Midway!! The current pocket PCs also have entertainment value by enabling playback of digital audio recordings.

Currently, preflight planning has been simplified with the use of an appropriately configured Pocket PC (either an IPAQ 3635 or an HP 1910). After obtaining a weather briefing from DUATS, and plotting a true course on the selected sectional chart, it is now time to put all those PC MB to use. A compass heading is quickly calculated; density altitude computed; landing and takeoff distances derived; weight and balance determined and entered; time en-route, fuel burn, and ETA computed; maximum cross wind component verified, Va determined based upon aircraft gross

weight, and finally the flight plan logged into Anywhere Map. Basic airport information and services is obtained us-



Excel, Determining Short Field Take-Off Distance for a C172. Distance Shown in Green (2039) is the Distance to Clear a 50' Obstacle Plus 50%

ing the AOPA database feature of Anywhere Map.

The chance of misreading a performance chart or diagram is virtually eliminated through the use of a Pocket PC. This translates into a safer and more relaxing flight without eliminating any of the required pre-flight steps. Copies of critical aviation certificates and documents could also be downloaded to display upon demand.

Potential uses for Pocket PCs will most probably utilize wireless phone technology, which will enable the Pocket PC pilot to capture real-time NEXRAD weather from DUATS, Anywhere Map, or other vendors to include METARs, TAFs, NOTAMS, and winds aloft data.

# Knock the Rust Off

With the summer flying season just around the corner and due to a lack of much flying during the winter, it might be a good time to brush up on your flying skills. Attending a FAA Wings flying event is an enjoyable way to obtain some great training and at a cost every pilot likes - free. The Paine Field Chapter is sponsoring a Wings Weekend at PAE on 26-27 April. If you would like a flying slot for this event you must register by calling Regal Air at 425-353-9123. The same weekend, the 26-27, there is a Wings Program sponsored by the Yakima Valley Chapter at the McAllister Museum, in Yakima. Call Lenny Krueger, 509-877-4570 or Karen Hill, 509-452-2652 to register and schedule your flight time.

The chapter also helps put on a great Spaghetti feed, 17:00-19:00 on Friday night, the 25, at the Blaze/Skill Center Hanger next to the west ramp. You could go to the dinner, fly on Saturday, and have a super weekend. I am sure there will be other Wings Flying events this year, but this is the only two we know of at this time. A Wings Flying Weekend is a great way to brush off the rust, have some fun flying, and at the same time fulfill the requirement of a bi-annual flight review.

Increased memory and battery size will increase the utility value of such devices. Remember, don't start your flight without at Pocket PC on your knee board or yoke mount. Also remember to use the notepad feature of your pocket PC for important family events like birthdays, anniversaries, and Valentine's Day!!



## 23 Reasons to Join the Washington Pilots Association

1. Search and Rescue team ready to respond to emergencies 7x24.
2. Newspaper from the state organization keeping you up to date and in touch with the aviation world in Washington State - WINGS.
3. Discount of \$10 off the GA News magazine - keeps you informed of NW aviation.
4. Discount of 24.5% off the Pilot Getaways magazine - shows you great flying destinations.
5. Membership includes your spouse.
6. Great food and snacks at most monthly chapter meetings.
7. Active advocacy to preserve our airports and flying freedoms.
8. Educational lectures on flying and aircraft maintenance.
9. Assistance for new pilots getting started in the wonderful world of aviation.
10. Safety seminars on a variety of topics.
11. Toys for Tots with Santa flying in to participate.
12. Automatic membership in Washington Air Search and Rescue (WASAR)
13. Observer training for non-pilots who want to participate in Search and Rescue.
14. Advanced training for pilots who want to participate in Search and Rescue.
15. Widen your circle of aviation friends: in your community, at the chapter level, and across the State.
16. Private rustic cabin on Stuart Island for exclusive and FREE use by WPA members.
17. Information available on State and local legislation affecting your rights as pilots.
18. Experience the fun of fly-outs with fellow pilots.
19. Contests to check your "flour bombing" and landing skills.
20. Unrestricted access to our 800-WPA-FLYS help line.
21. Year-round activities to keep your interest in flying high.
22. Outstanding lineup of free guest speakers to both entertain and educate YOU.
23. Web site to keep you up-to-date on aviation events and issues in Washington.

Visit our web site: [www.wpafllys.org](http://www.wpafllys.org) to learn more about the WPA and join the organization in Washington representing your aviation interests.

### Cut out this section!

Give it to a friend who is not a member of WPA, but who you'd like to become a member!

#### Washington Pilots Association Membership Application

Become a member today by completing this form or by using the form on the WPA website at [www.wpafllys.org](http://www.wpafllys.org)

Name  Student  Spouse  Student  
 Pilot  IFR  Comm'l  ATP  CFI(I)  Pilot  IFR  Comm'l  ATP  CFI(I)

Address City/State/Zip  
 ( ) ( ) ( )

Home Phone Work Phone Fax

eMail address

Please select one of the WPA chapters below to join, OR you may choose to become a "member at large." If you select a chapter, \$12 of your WPA annual dues is directed to your selected chapter. If you select "member-at-large" \$6 of your dues will be donated to WA Search & Rescue Fund and \$6 to the WPA Legislative Action Fund.

- Bellhingham  Okanogan County  Spokane
- Clallam County  Paine Field (Everett)  Twin Harbors (Hoquiam)
- Colville Valley  Greater Seattle  Wenatchee
- Deer Park  Southwest-Vancouver  Yakima Valley
- Green River (Auburn/Renton)  Harvey Field (Snohomish)
- Kelso / Longview  MEMBER AT LARGE

WPA Regular Annual Dues - Includes Wings.  \$31  
 CFI/CFII Dues - Regular dues not required.  \$ 1  
 WPA First Year Soloed Student Pilot (1st year free)  Free  
 GA News - Discounted \$35 1-year subscription  \$25

Make Check Payable to Washington Pilots Association or complete credit card information: Total \$ \_\_\_\_\_

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 227 Bellevue Way NE PMB 397  
 Bellevue, WA 98004-9721

Signature (for credit card applications)  
 Fax Credit Card Applications to 603-658-1882 or mail to address above.



'IT WAS BAD ENOUGH WHEN THEY STARTED CHARGING FOR IN-FLIGHT MEALS...'

## The Queen is Dead. Long Live the Queen!

The British say this when they lose their Queen and a new Queen takes her place. We have had a similar loss with our Queen of Membership records. Sandy Robertson has been the one who has taken such good care of our membership records during the past many years. She is the person who maintained and updated our records, sent new members welcome letters, provided to chapter treasurers the annual membership renewal letters, and supplied many other services which keep the communication lines open between the state officers and members throughout the state. Sandy recently accepted a full time position and unfortunately this resulted in her not having the time to continue maintaining our Membership Records. So, we sincerely thank her for her great service to WPA and wish our past Queen the very best in her new position.

We knew it would be a hard job to find someone as capable as Sandy to fill our Membership Records position. It was a correct assumption as it was hard to find a person who had the time, was computer literate, and wanted to assume this position. However, we were very fortunate to find that a member, Patty Wood, fit our requirements and stepped up to accept the challenge. Patty, a private pilot, and her husband have two children and live in the Kelso area. She has taken over from Sandy as of the first of April. Anything you might need from membership now will come from Patty. She can be reached by phone at 360-577-7937 or by email at membership@wpaflys.org. With any such change you might see a little hiccup during the transfer and we ask for your consideration while Patty comes up to speed. We now can say, long live our new Queen!

## FROM H

Continued from page 1

who represents you". Then get these people on the phone and talk small airplanes. If every WPA member did this, the impact would be tremendous. We need to remind these folks that we are here... and that we vote! One more thing, please let me know who you are, and who you talked to. I would like to publish the names of members who are putting out this extra effort.

Legislation Update. Senate Bill 5392 Increasing fees for pilots and aircraft Senate Bill 5961. Penalties for aircraft registration violations I testified in Olympia regarding these bills, along with Al Banholzer, immediate past president of WPA, and others. While both bills are "still alive" (both in "substitute" / revised form which are considerably more favorable to pilots) they sit in the Senate rules committee. If they pass the Senate they will go to the House where we should be able to again testify in a public hearing.

This is an all volunteer organization. We Need You!! If you have a little (or more than a little) time you could give us please talk to your Chapter president. If you are not associated with a chapter, or are interested in serving at the State level, please e-mail me thru our web site www.wpaflys.org.

Last week Linda Russell and I took to the "Aviation Trail" in Dayton, Ohio. More on this great trip in our next issue. "... while thousands of the most dissimilar body structures, such as insects, fish, reptiles, birds and mammals, were flying every day at pleasure, it was reasonable to suppose that man might also fly." ...Wilbur Wright.

✎

## ENFORCEMENT

Continued from page 1

to request proof of registration and provide registration materials to hangar/tie down. Current law also requires that airport sponsors provide lists of non-registered aircrafts. You may be requested to produce these lists in the future, depending success of using the FAA database. If we hope to garner greater registration compliance and protect general aviation interests, all of these efforts remain crucial.

Compliance of the WSDOT Aviation state aircraft registration will help put more money into Washington airports. Pilots and airport organizations, as well as elected officials support the need to better enforce registration. The WSDOT Aviation Division hopes to gain your support in this endeavor to help maintain, preserve and protect our system of airports in Washington. Together, we will create a strong aviation system for today, and for generations to come.

Sincerely,  
John Sibold, Director  
WSDOT Aviation Division

CLALLAM COUNTY  
CHAPTER  
COULD/SHOULD  
BE IN THIS SPACE

OKANOGAN  
CHAPTER  
COULD BE HERE

COLVILLE VALLEY  
CHAPTER  
OUGHT TO HAVE  
GONE HERE

HARVEY FIELD  
CHAPTER  
NOT PRESENT

SOUTHWEST/VAN-  
COUVER CHAPTER  
NOT HEARD FROM

TWIN HARBORS  
CHAPTER NOT  
HEARD FROM

KELSO/LONGVIEW  
CHAPTER?? ANY-  
BODY HOME?

## Stratoliner

Continued from page 3

The aircraft was in its last stages of restoration during a test flight on March 28, 2001 when it ran out of fuel and made an emergency landing in Elliott Bay. No one was hurt, but the plane sustained significant damage. In addition to repeating the restoration process, significant repair work is being done. The aircraft suffered damage to the engines and landing gear, as well as effects of salt-water immersion. This time, the work is being performed by a Boeing AOG (aircraft on ground) team in addition to a group of over 70 volunteers, most of them Boeing retirees. When the Seattle Chapter visited, the interior was gutted and plywood covered much of the open floor beams, the fabric walls were in the process of being re-installed with hand stitching, and the cockpit was nearly complete.

Boeing plans to fly the plane 2600 miles to Washington D.C. in July 2003, where it will go to the Smithsonian Institute National Air and Space Museum's new Steven F. Udvar-Hazy Center (a companion facility at Dulles National Airport) as the centerpiece exhibit. Before the plane leaves Seattle, the Seattle Chapter hopes to make another visit to the aircraft for those missed who the first one and to see the restoration project close to its completion. The Chapter also plans to have one of Boeing's retired engineers who worked on both the first and second restoration efforts join us at our April meeting.



WPA Booth at the Northwest Aviation Conference at Puyallup, at the end of February. Paul Grey Left, prospective member, Lynn Berkell.

## Your WPA at Work!

Al Banholzer, Immediate Past  
President, WPA

Updates to Senate Bills SB 5392 and SB 5961 concerning General Aviation

Neither of these two aviation bills WPA has been following was voted on by the full Senate before the deadline that could have sent them on to the House. SB 5392 is the one that would increase the annual pilot and aircraft registration fees and also increase the tax on aviation fuel. SB 5961 would place penalties on pilots who do not register themselves or their aircraft with the state. Usually this would mean the bills are dead for this session. However, because funds are involved in the bills, they are considered budgetary bills. Budgetary bills can still be voted on until the end of the session if the Senate Majority Leader chooses to bring them up for a vote. Therefore, we will still monitor the action in the Senate to see if these bills are sent on to the House. If they are sent to the House, we will have another chance to revise them during House hearings. We will put any update information on the WPA Website.

✎

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## Wanted! WPA STATE TREASURER!

David Almvig has been our WPA Treasurer longer than many of us have been members. He has done an outstanding job of keeping our financial house in order along with paying the bills. After these many years of faithful service, David feels it is time to let someone else have the privilege of handling the treasurer's position. Therefore, WPA is looking for one of our members to take on the job of WPA Treasurer. The job requires a knowledge of accounting and preparation of financial statements, collecting and depositing membership renewal funds from members and chapters, sending a list of renewed and new members on to Membership Records, sending renewal information to GA News, paying our bills, and in general keeping our financial records in order. This is a position that can easily be accomplished at home in your spare time. It is a great way for someone who wants to give back to WPA for what they have received from the organization. If you are interested or if you need more information, contact David at [david\\_almvig@email.msn.com](mailto:david_almvig@email.msn.com) 425-747-2055 or contact our new president H at [thenewpilot@msn.com](mailto:thenewpilot@msn.com) 360-653-9490, if you are interested and need more information concerning the treasurer's position.



**Two-Column Classified Ad.**  
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For Sale Continental O-200 Experimental O-SMOH \$8,500 (10% discount for EAA, CSA)

OH installed new: Crankshaft Pistons Rings Bearings Gaskets Ignition leads Edo-Air vacuum pump Moisture absorbing spark plugs

New valves, valve seats & guides installed where required Delco-Remy starter & generator overhauled Valve spring tension checked to specs Mar-

### SPOKANE NORTH SOUND CHAPTER New Name!

#### Same Great Chapter

You may have noticed the Bellingham Chapter has disappeared and a North Sound Chapter has recently appeared. No, we have not lost a chapter nor gained a chapter. The former Bellingham Chapter felt that it served more than just the Bellingham area and a name change to North Sound Chapter would better describe the area it serves. The North Sound Chapter covers the area from Arlington up to the Canadian Border and over to the Cascades. So, a big welcome to the North Sound Chapter.

vel-Schebler carb. Slick mags  
With Illustrated Parts Catalog Maintenance and Overhaul Manual.  
Never installed, run or flown since OH. Always hangared. Now at Elma Municipal Airport Will deliver within 500 mi. of Olympia, WA  
Bob Chester (360) 705-9252 or [N914TJ@earthlink.net](mailto:N914TJ@earthlink.net)

## New Restaurant at TIW

A Taste of Eden Bakery & Deli has opened in the terminal building at Tacoma Narrows. The Deli is part of the Taste of Eden Bakeries, which has been a Gig Harbor tradition since 1994. The Deli is open from 8:00am to 3:00pm everyday expect Monday and offers a rather large menu for breakfast, lunch, salads, soups, sandwiches, full dinners, and great bakery goods. The Deli leans toward Italian style for its sandwiches and dinners. The fresh-baked bakery goods and pastries are in a class by themselves with such items as fruit filled strudels, cream puffs, scones, cinnamon rolls, and many more heavenly selections. TIW has been without a restaurant for a long time and it is great to see one back there again. Please stop in for a meal or roll and coffee and help keep another airport restaurant open. We need a variety of places to go for our \$100 hamburgers.

## Calendar of Events

### Al Banholzer Green River Chapter

The following list of aviation related events is provide as a service to our members. Obviously, these events are not sanctioned by WPA but provided to you as an aid in identifying flying events in which you may want to participate. We try to keep the information up-to-date. However, there is always the chance that situations change. Therefore, check with the person listed with each event to insure the event is still scheduled. **Please send updates and Events by email at [events@wpaflys.org](mailto:events@wpaflys.org) or call/fax the information to (425) 228-6330.** Help us make this Calendar in *WPA Wings* a very useful item - send in the events!

- APRIL**
- 2-8 Sun'n Fun, Lakeland, FL - 863-644-2431
  - 5 Twin Oaks Airpark, Hillsboro, OR, Fly-in Breakfast - EAA #105, 503-646-8763
  - 11 Safety Breakfast at Port Angeles Airport Coffee Shop, 08:30 (CC) - Steve, 360-452-6601
  - 11-13 3<sup>rd</sup> Annual Bremerton Airport Dinner's Craft Fair, Fri and Sat 10:00-20:00, Sun 10:00-16:00
  - 16 FAA Safety Seminar, Franklin County PUD, Pasco, 19:00 - 800-341-2623
  - 19 Ellensburg Coffee and Donuts Fly-In, 8:00-11:00, EAA # 492 - Mike, 509-925-4531
  - 23 FAA Safety Seminar, Spokane Falls Community College, 19:00 - 800-341-2623
  - 24 Wings Program, Museum of Flight, 7:00pm - Scott Gardiner, 425-227-2880
  - 24 FAA Safety Seminar, Latch Co Fair Grounds, Moscow, ID 19:00
  - 25-27 8<sup>th</sup> Annual Grays Harbor Shorebird Festival, Bowerman Airport - Sheila, 360-753-9467
  - 25 Safety Breakfast, Port Angeles Airport Coffee Shop, 08:30 (CC) - Steve, 360-452-6601
  - 25 FAA Safety Seminar, Latah Co. Fairgrounds, Moscow, ID, 19:00 - 800-341-2623
  - 25 Yakima Spaghetti feed, 17:00-19:00 (YV) - Karen Hill, 509-452-2652
  - 26 Ellensburg Coffee and Donuts Fly-In, 8:00-11:00, EAA # 492 - Mike, 509-925-4531
  - 26 Desert Music Festival and Fly-in, Odessa, 12:00-19:00 - Lou, 509-670-7953
  - 26 Lake Chelan Fly-in, Gourmet Picnic, and Croquet Challenge - Helen Perrin, 509-924-8489
  - 26-27 Wings Flying Weekend, Everett (PF) - Regal Air 425-353-9123
  - 26-27 Wings Weekend, McAllister Museum, Yakima (YV), 08:00 - Lenny Krueger, 509-877-4570
  - 30 Wings Program, Snohomish PUD Auditorium, 7:00pm - Scott Gardiner, 425-227-2880
- MAY**
- 3 Twin Oaks Airpark, Hillsboro, OR, Fly-in Breakfast - EAA #105, 503-646-8763
  - 3 Open Cockpit Airplane Event, Olympic Flight Museum, 11:00-17:00 - 360-705-3925
  - 3 Ellensburg Coffee and Donuts Fly-In, 8:00-11:00, EAA # 492 - Mike, 509-925-4531
  - 8-11 Harvey Field, old time Carnival on the field - Candy, 360-568-1541
  - 9 Safety Breakfast at Port Angeles Airport Coffee Shop, 08:30 (CC) - Steve, 360-452-6601
  - 9-11 Walla Walla 28<sup>th</sup> Annual Balloon Stampede, Fairgrounds, - 877-998-4748
  - 10 Ranger Creek Work Party and Chili feed, 9:30am (GR) - Al Banholzer, 425-228-6330
  - 10 Ellensburg Coffee and Donuts Fly-In, 8:00-11:00, EAA # 492 - Mike, 509-925-4531
  - 10 Kennewick Fly-In Breakfast, 07:30-10:30 - EAA #391, 509-735-1664
  - 16-18 Concrete 21st Annual Old Fashioned Fly-in - Bill Adams, 360-826-3139
  - 17 Armed Forces Dance at Pearson Air Museum - 360-694-7026
  - 17 Ellensburg Coffee and Donuts Fly-In, 8:00-11:00, EAA # 492 - Mike, 509-925-4531
  - 17 Pendleton Air Show Eastern Oregon Regional Airport - 541-276-7411
  - 18 Bremerton Poker Run, meet at restaurant 9:30am - Steve Johnson, 360-435-8181
  - 23 Safety Breakfast at Port Angeles Airport Coffee Shop, 08:30 (CC) - Steve, 360-452-6601
  - 24 Ellensburg Coffee and Donuts Fly-In, 8:00-11:00, EAA # 492 - Mike, 509-925-4531
  - 25 Moses Lake Municipal, Fly-in Pancake Breakfast, 08:00-11:00, EAA #355, 509-762-5112
  - 28 Wings Program, Clover Park College, Thun Field, 7:00pm - Scott Gardiner, 425-227-2880
  - 29 Wings Program, Museum of Flight, 7:00pm - Scott Gardiner, 425-227-2880
  - 31 Ellensburg Coffee and Donuts Fly-In, 8:00-11:00, EAA # 492 - Mike, 509-925-4531
  - 31 Paine Field General Aviation Appreciation Day - Paine Field Airport, 425-353-2110 ext 0
- JUNE**
- 7 Twin Oaks Airpark, Hillsboro, OR, Fly-in Breakfast - EAA #105, 503-646-8763
  - 7 Sock-Hop at the Museum, Pearson Air Museum - 360-694-7026
  - 7 Ellensburg Coffee and Donuts Fly-In, 8:00-11:00, EAA # 492 - Mike, 509-925-4531
  - 7 Lake Chelan Fly-in and Pancake Breakfast, 08:00 - Jan Liberty, 509-682-3841
  - 7-8 Okanogan Days Fly-in, Fly-in, (EAA 1286) - Bob Sandefur, 509-826-6325
  - 11-13 B-17 and B-24 Collings Foundation Aircraft at Yakima - 978-562-9182
  - 13 Safety Breakfast at Port Angeles Airport Coffee Shop, 08:30 (CC) - Steve, 360-452-6601
  - 13-15 5<sup>th</sup> Annual Gathering of Warbirds, Olympic Flight Museum, 08:00-17:00 - 360-705-3925
  - 14 Ellensburg Coffee and Donuts Fly-In, 8:00-11:00, EAA # 492 - Mike, 509-925-4531
  - 14 Kelso 7<sup>th</sup> annual Fly-in, Wings and Wheels, 10:00-4:00 - EAA# 1111 360-636-0242
  - 14 Mattawa/Desert Aire Pancake Breakfast Fly-in, 6:30-11:00 - Bob Kibler, 509-932-5403
  - 15 Bellingham fly-in Airfest 2003, 10:00-16:00 - Dennis Partlow, 360-671-5674

# A Marine Corps Christmas

**Lynn Berkell, President  
Green River Chapter**

With the Northwest Aviation Conference behind us, there are new members to welcome to the Green River Chapter flock. New members soon learn that one of the events of the year that our chapter looks forward to is Christmas in July. Some of us like Christmas so well, that we just want to keep the spirit of Christmas alive all year! But seriously, each year we try to make this event more fun than last year! One of our members (boy is she intelligent and creative) decided to have a pancake

breakfast to raise funds and toys for that United States Marine Corps sponsored program called "Toys for Tots" (visit their website at [www.toysfortots.org](http://www.toysfortots.org)). The event is hosted at our house, which you might think could be a lot of work, but what that really means is that Santa comes to our house twice a year. Are you jealous now? But that's not all. Members of the United States Marine Corps flew in too! (You know, THE FEW, THE PROUD) It was so cool, I got all choked up! They took time out of their busy military lives to let us know that what we were doing was impor-

tant for the Toys For Tots campaign. And the event is more fun than work because we have a lot of great members that pitch in and help out so as the saying goes, 'many hands make light work'.

Two months have passed since our last issue of WPA Wings and many changes have taken place in the world. An airplane sits on static display in our hangar outside and it hardly seems important that it's time for the airplane's annual, compared to what is happening a half a world away.

A war in Iraq looms large on the television before me and the images play like the scenes of Hollywood's latest movie. It takes a conscious effort to realize that there are lives at stake and some have already paid the ULTIMATE SACRIFICE. Who are these people? They are husbands, fathers,

sons, brothers, cousins, uncles, nephews, wives, mothers, sisters, aunts, and neices, and they are members of our armed forces. They are those Marines; like the ones that took the time to attend our pancake breakfast. They have answered a call to serve their country and have now been asked to participate in Operation Iraqi Freedom. These soldiers stand for FREEDOM; our freedom and the freedom of others around the world.

You know, like the freedom to fly an airplane! They give of themselves - sometimes with their lives.

What does this have to do with WPA? Ask the people in your chapter how many had their flying roots in the military. Whether you agree with the war or not, you can let our military people know you appreciate them. Log on to [www.dearabby.net](http://www.dearabby.net) and send them an e-mail.



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**Calendar of Events**  
See Inside Back Cover

**Deadline for the next Wings:**  
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Submission information - see p2.