



# WASHINGTON PILOTS ASSOCIATION

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## Penni and the Squirrel Blaster

Tom Jensen, WPA Airports Director



Two special buddies, Arnie Brandt and Johnny Stewart.



The Conga Line at Rogersberg.



Rogersberg looking west

You've all read and heard about the Aviation Division's Jim Scott and his airport adoption program. The WPA's Penni and Bill Loomis have adopted the beautiful Sullivan Bay airstrip. I flew in there to meet Jim on May 7 to pick him up so he could supervise mowing of Rogersberg. More on that later.

I met a Jon from DF&W and a Debbie from USFS. AS I landed before our meeting, the squirrels scattered in every direction. Jon explained that he has been using road flares to try and control the population. The squirrel holes are so bad that his contract pilot refuses to fly his C182 into the strip. Since we can't

afford to lose another airport, the thinking cap was on... poison not allowed because the grizzlies and eagles eat carrion and might get indigestion. Aluminum Phosphide that makes a nerve gas with no trace poison, but it requires an applicator's license.

But last weekend on a ranch with a squirrel problem, I got to operate THE SQUIRREL BLASTER!

This nefarious device has more pilot appeal than a free hamburger. Even the name is great: "RODEX 5000 PRO", like a golf accessory without the funny shoes. Made in Idaho at a ridiculous \$1,800.00, I could build one from parts in my shop. (An explosive mixture of oxygen and propane is injected into runs, is ignited with what amounts to a BBQ igniter, resulting in a satisfying, ground shaking rumble. Squirrels are sometimes launched from their lairs.)

I propose a design contest with testing trials at the direction of airport adopter Penni Loomis (who doesn't know about this yet.) WPA members better jump on this, as the C180/185 club would be all over it. Do your part and help with another WPA first! Write me at [airports@wpaflys.org](mailto:airports@wpaflys.org) if you have mechanical aptitude or ordnance experience.

After discussing the squirrel issue, Jim and I flew to Rogersberg to meet Idaho Aviation Association members Skip Heard, Ken Morrison, Tom Gatherer, Mike Beard, Johnny Stewart and Arnie Brandt to assist in their mowing of Rogersberg.

It was like stepping back in time, a beautiful day, two pilots were packing heat and the hotdog grill was at the ready.

I got to meet Arnie for the first time, learning more about his cabin on Rogersberg (which he was forced to burn) and about some of his flying which included Lear Jets for Potlatch Timber.

Arnie was the fellow who arranged for the helo that we used to reseed Rogersberg. Johnny was the IAA president when McGoldrick, McIver and I met the BLM for the watershed meeting in 1998 that turned the corner on reopening Rogersberg.

It wasn't all fun and games and hangar stories. We put in several hours mowing with equipment flown in by the IAA guys, and Rogersberg is in great shape.

This was one of the most wonderful ways I could think of to spend a day instead of working.

If you are backcountry ready and a fishing or camping nut, put Rogersberg on your schedule and see the good accomplished by WPA and IAA volunteers.

## From A President's Message

H. Allen Smith

"The French have simply become wild. Instead of doubting that we could do anything... they are ready to believe that we can do everything." Wilbur Wright, 1908, Le Mans, France.

It's tempting to begin this with "winter is behind us... let's go flying!" Actually I just did, didn't I! Here's what is on my mind... the War in Iraq is behind us, let's go flying. What prompts this seemingly obtuse statement is this... I can't watch the news coverage on TV nightly and not feel like I'm a very blessed person. There are people in this world who are asking for clean water to drink, while on the other hand I agonize over whether the sun will be out this weekend so that Linda and I can camp on the Orcas airfield. Somewhere between my first 100 hours as PIC and today... I have begun to take this being a pilot for granted and I am going to stop doing that. Let's go fly... The big event of course, right here in our back yard, is the EAA Arlington Fly-In, July 9 - 13th. Always a great time, I try to be there every year. Talking to old friends and meeting new people. Spending a little money on must-have aviation stuff. The hundreds of aircraft that fly in with their owners camping under the wing. Looking at planes I would really like to own... and looking at planes and wondering "how do you fly that thing". The daily airshow with the very best competitors making it look so easy. The night airshow. General Aviation at it's finest. For more information see [www.nweaa.org](http://www.nweaa.org) or call 360/435-5857. If you do plan to attend please consider helping us at the WPA booth. A couple hours of your time would be greatly appreciated. Contact me at [president@wpaflys.org](mailto:president@wpaflys.org) or 360/653-9490 and I will pass it on to Paul Grey (Membership Director, West).

Be sure to check out our Calendar of Events in this and every issue. Al Banholzer does a great job editing this list of fly-in's and other aviation related activities. Want to explore some other possibilities? The Oregon Pilots Association at [oregonpilot.org](http://oregonpilot.org) is a neat looking web site. Scroll down to "events" and plan a trip south. Thinking of heading east... [flyidaho.org](http://flyidaho.org) should be your first stop! Recently I flew the Oregon coast landing at anything

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## The Passing of James M. Johnson

Many old-timers in WPA still remember mover and shaker Jim Johnson, former State Treasurer and former keeper of the 800 number. He was the one who together with Ted Wirch started the Lobbying Efforts in Olympia on behalf of WPA and all of GA in Washington State. What a loss to General Aviation, but "better to have had, than never had at all..." Ernie Schnabler, former WPA State President.

## How One Man Makes a Difference

Reprinted with Permission from The Bellingham Herald

By Linda Shindruk

After 24 years and thousands of hours - many of them volunteer hours - Doug Broersma officially retires today as manager of Lynden Municipal Airport. He's a bit wistful about leaving a position he's loved, but is eager to devote more time to his full-time job as owner of Northwest Professional Services. "I'm thankful for the experiences I've had at the airport, but I've finished a lot of projects I wanted to see done," he said. "Now it's time to devote more time to my own company."

Don Korthuis, an airport board member most of the past 15 years, said Broersma will be missed. "The Lynden airport was just an outdated piece of asphalt when Doug got involved with it," Korthuis said. "He's always had a passion for making it the best little airport in the state of Washington."

### Airport memories

The late Henry Jansen, founder of Lynden Inc., built the airport in 1950 for his company's operations and for other aviators. In recognition, Lynden City Council voted in November to rename the airport "Jansen Field," with formal dedication in April.

Broersma remembers spending time at the airport as a child with his father, Lloyd, a private pilot. He also remembers Jansen's supper-hour arrivals. "As kids, we always knew when it was dinnertime, because Hank would buzz the town on his way home from Seattle every day," Broersma said. "We all knew it was time to head home when we heard that airplane."

Broersma's management role at the airport came about when, as a young new pilot, he found the Lynden facility to be "a great little airport that just needed some love." "It was locked, it had no restrooms and no pilots' lounge," he said. "I wanted to make it more welcoming, especially for people coming from outside, since it was their first impression of our little town." Singing together with Mount Baker Toppers Barbershop Quartet, Broersma and Jansen got to know each other and worked out a plan. "I got to use a building at the airport to run my new business out of, in exchange for taking care of the facility for Henry," Broersma said.

One of the first changes Broersma took on was to convert a 12-by-12-foot building at the airport into a pilots' lounge and restrooms. "I got some pilot friends and we carpeted it, paneled the walls and my sisters helped us hang drapes," he said. "We made sure the coffee was always on and it was a nice place for people to wait to be picked up or to flight plan."

Guy Jansen, a director of Lynden Inc. and the son of Henry Jansen, has known Broersma since he started working at the airport. "Doug has had more enthusiasm and has put more hard work into the Lynden airport than anyone else," Jansen said. "He's always lent his back and his muscle in order to get things done."

### Changing roles

For the first few years, Broersma's airport job involved mainly "cutting grass and patching asphalt." His role changed in 1987 when Jansen donated the airport to the city of Lynden. Grants for improvements were available from the state, but only if a public entity owned the airport. Broersma then became a contract employee of the city, "more of a project manager, as we applied for grants and started making improvements," he said. One of the first im-

Doug Broersma is currently a board member of the Bellingham Chapter, WPA

provements was the 1992 installation of a pilot-controlled lighting system that allows pilots to activate runway lights for their arrivals and departures. "To develop a revenue stream, we needed to be attractive to airplane owners, and to be attractive we had to be accessible at night or they'd choose Bellingham instead," Broersma said. Before that, pilots depended on friends and relatives to help them land in the dark. "You'd call someone before you flew back to Lynden, and ask them to drive to the

## Nesko on WASAR

WASAR WANTS YOU!

Tom Nesko, WPA WASAR Director

Friday, May 30, 2003

Rudy Ohland, a WASAR search and rescue pilot was killed today in a search for a missing woman in Ferry County. This was not a WASAR search but rather a Ferry county sheriff's search. Rudy had a deputy sheriff with him as a scanner and had some problem (at this point unknown). His aircraft went down within sight of a highway and observed by two or three witnesses. Rudy was a veteran search pilot who knew the area in eastern Washington like the back of his hand. We'll be active in finding out what went wrong so we can pass this info on to other search crews. Rudy had participated in the 320 search and flew a heavy schedule looking for the missing aircraft. We lost an important WASAR search pilot today. Tom

Wouldn't you know that shortly after receiving a letter from WASAR that said "we need you," an incident occurred and you didn't get a phone call. Why did this happen? On Thursday, April 17<sup>th</sup>, a Cessna 320 departed Wenatchee Pangborn Field and hadn't been seen since. This is a search that started with zero information, and wound up with next-to-zero information. WASAR didn't get the word until Friday and Karl Moore immediately set up a search base at the airport in Wenatchee. Search flight operations began on Friday. All that was known at that point was a departure time as noted by Al Hunter of Wings of Wenatchee who was departing behind the 320. No one had a clue as to where this aircraft was headed since no flight plan was filed.

During the day and throughout the search effort contact with the families of the two on-board resulted in little more learned. There was some speculation of about possible stop at Bellingham, but this did not develop as a strong lead. Two other possible sightings were reported - one by an individual who is also a CAP search pilot was made - the 320 was seen heading in a northerly direction. Another possible sighting was made by a charter pilot at 5,000 feet - up north. And that's it. Where was WASAR to go to search and whom should WASAR have sent? Who should we have sent into some of the most treacherous mountain terrain? Given the little information we had at the time, with the only scant indication that the 310 went north, we put out a call for mountain-qualified search pilots.

Karl Moore (exact title? Not everybody knows who he is) had his hands full trying to determine where to look and what methods to use. Initially aircraft were sent 360 degrees on route searches. (So what's the reference to "north" and "mountains" for, above?) He learned that the pi-

lot of the missing 320 flew to Wenatchee several times in the course of a year and used a route that took him through Kalamath Falls where he would occasionally stop for fuel or coffee. It was also learned he liked to fly low which possibly explains why we couldn't get a radar track out of Wenatchee that morning. But there was no flight plan, no contact with flight following, nothing that could help to determine where he might have been headed. Experts worked to filter through the radar tape. Moore called upon the knowledge of his predecessor, Mac MacSpadden, and received input from AFRCC at Langley AFB, Virginia. He put in a 14-day effort to locate the needle in the haystack. Even after the mission was suspended by AFRCC, Moore trekked the back roads for three days in the most likely area given the sparse info available. Although the mission has been suspended, notices were put out to other SAR agencies at the recent SAR Conference in Spokane this month, to be on the lookout for the missing 320 when in the field for their exercises. At our upcoming June SAREX, we will probably put out flights in the Kelso area in the event the aircraft followed a route back to California the morning he disappeared.

All in all, the effort put out 253 sorties, expending 3300 man-hours. Additionally as aircraft left the search base and headed home, they were tasked to search on the way home, (another 30 sorties).

So why weren't you called? You might have been, but were not at home when the call came in. Is your phone number current? I personally made calls from Wenatchee but ran into a number of disconnect messages. Where voice recorders were available, messages were left to call the search base. Some pilots did, and others did not. Moore also had us concentrate on mountain qualified trained pilots whose aircraft were capable of operating in the tough mountain terrain. Most pilots who did participate brought their own observer with them.

Lessons learned: WASAR needs a better-I(i.e. updated) call-out system. During the last three years we've been fortunate inasmuch as lost aircraft were generally found within twenty-four hours. During this time, we had no need to use our system. Until now. During the current incident where our system was used, we found holes that need to be filled. To this end, we've set in motion a process to update the calling list. Along with the update of data (this is a little arcane on my part, but it's not "data"-it's "information" or "records"), Tom Jensen and Chris MacSpadden are jointly working on re-creating a telephone tree to efficiently identify personnel, their skill levels and available aircraft types.

Flight Plans/Flight Following: This incident highlights the need for pilots to use resources available to them, especially when flying in remote territory. This is the best assurance you have to bring a timely response by trained search personnel should you find yourself in trouble.

Family Advisement: Keep your

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### WPA WINGS

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## WPA How To For Dummies

**Al Banholzer  
Green River Chapter**

I am sure most of you have seen the large number of books that have a title such as, *How to do (blank) for Dummies*. John Dobson, president of Paine Field Chapter, recently asked a very interesting question, "Why doesn't WPA have information on how to do certain things that all chapters might like to attempt at some time?" In other words, why doesn't

WPA have a number of instruction booklets with such titles as, "How to put on a Wings program" or How to plan a Fly-in."

This is a very interesting idea and one we should think about. In many chapters the same person or a small group handles a certain chapter event every year. Putting on the event over time becomes second nature and sort of goes on autopilot by the person in charge. They have learned what has to be done, how to do get it done, and by doing it year after year how to avoid the pitfalls. Then for some reason that person is

no longer available and the chapter tries to put on the event without any background information and it is chaos trying to get up to speed. What they need is, *How to do (blank) for Dummies*. John said Paine Field Chapter is working on instructions on how to put on a WINGS Program and when it is finished will offer a copy to any chapter that would like to do such a program.

Will you think about what your chapter does and if you are the one who puts on a chapter event, would you share your knowledge with the other

chapters? Also, what would you like to see in the way of such instruction booklets? We do not have to re-invent the wheel each time a chapter event is scheduled. Send your ideas to, [president@wpaflys.org](mailto:president@wpaflys.org) so he can organize it at the state level. John Dobson has a great idea and one that could make putting on events at the chapter level a lot easier in the future. ✈

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that looked friendly (i.e. 1500ft or better). In Tillimook the airport loaned us their car and we drove into town to visit the cheese factory and spend the night. A great time we will not forget.

Now for Olympia... SB6056 is a combination of several bills introduced this last session. We worked very hard to shape this proposed legislation into something we could live with. We were able to eliminate language that would have sent to the General Fund considerable additional money generated. Just one part of our work resulted in all moneys generated by SB6056 now going to the Aviation Fund. Compared to what was coming at us... I consider SB6056 a win for aviation in Washington. The Governor signed it into law on May 20. It is effective July 1, 2003. Blue skies... ✈

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**DEER PARK**

*Penni Loomis*

The Deer Park WPA Chapter will host the Collings Foundation "Wings of Freedom Tour" on June 23-24. Members have invited the City Council and Mayor to be their guests for tours of the WWII B-17 and B-24 aircraft. In July, the Chapter will host the Bi-Plane Fly-in Breakfast and Flour Bombing event in connection with organizers from Spokane Felts Field.

As a change of pace, the chapter president, Bill Loomis, invited anyone interested in an evening out to join him and his wife for dinner and an IMAX showing of "Apollo 13". The evening was enjoyed by all, pilots and non.

**HARVEY FIELD**

*Bob Bourgoin, President*

Summer is almost upon us as we turn our thoughts toward a little (or a lot) more time aloft. Chapter meetings are held on the second Saturday of the month at 0900 in Hangar #15. Meet us for breakfast at the Buzz Inn at 0800.

Our fly-out committee is at work scheduling outings and the Chapter is preparing to assist with the annual 'Harvey Corn Roast and Fly-in' on August 23rd from noon to around 1600hrs. The Chapter helps with scheduling and judging the flour bombing and spot landing contests. This is a fun day so put it on your calendars!

It looks like the we have adopted the Easton state emergency strip as part of WSDOT Aviation division Jim Scott's "Adopt an Airstrip" program. With any luck a chapter work party to the field will be our first fly-out for the year.

We would like to extend our condolences to Chapter Vice President Charles Oppermann and family at the passing of his father, our thoughts and prayers are with you.

**SPOKANE**

*Mike Eller President*

**Hi Honey, we're home!** The Spokane Chapter is proud to announce that we have a new home for our club on Felts Field. We will be sharing space with the EAA in their "new" facility west of the clock tower. For a small monthly fee we will have a visible presence on the field with the chance to meet new and old pilots and encourage new membership. We will hang a sign out in front and have a place to post our newsletter and calendar to promote our upcoming activities. We will have a gathering area on the field to use as a jumping off point for our flying activities such as the Veterans Fall Foliage Flight in September, the Wilderness Within Reach with the Hutton Settlement kids in July, our Navigational Rally in May and our Poker Run in August. There is room for us to store all of our chairs, tables and other stuff. In addition to all of this, we will have a locked office space. The gathering area has room for fifty chairs so we can have an occasional meeting there. The EAA is providing staff for at least every Saturday 9:00am until 4:00pm. We are excited, use of this facility opens up endless possibilities for future activities.

**Continued on page 6**

**Winner:  
Longest Headline  
Award!**

**SANDERSON AIRPORT FIGURES PROMINENTLY IN TESTING OF PROPOSED INTERNATIONAL LIGHTING SYSTEM  
SHELTON AND SEATTLE PILOTS VOLUNTEER IN TAXIWAY LIGHT TESTING AT SANDERSON.**

*Contributed by  
Jack Krause, Seattle Chapter*

Friday evening, May 9, a group of engineers, FAA representatives, pilots, airplanes and manufacturers from across the United States and Canada met to conduct testing of a new concept of taxiway lighting that promises to be the wave of the future.

The Honeywell Corporation and Carmanah, Ltd. Of Victoria, B.C. have developed self-contained taxiway LED lights powered by a battery that is charged by integral solar panels. The system is programmable to take full advantage of all available solar power even in the higher latitudes during the long nights. The installation of these

lights precludes having to dig ditches for laying wire to hard-wire lights as is now done. The two companies provided these lights for the test program, and several of their representatives were on hand for the test at Sanderson.

The lights were temporarily installed along a taxiway at Sanderson, and the pilots, accompanied by FAA officials from back east, taxied their airplanes over several routes through the lights to evaluate the level of illumination. All the pilots, as well as the FAA representative, were very much impressed by the guidance provided by these relatively inexpensive devices.

The testing was hosted by the Illuminating Engineering Society (IES), and the Chairman of the general aviation lighting committee conducted the test. The goal of the test was to provide data to the FAA for approval of a system that could be funded by the Federal Government Airport Improvement Program (AIP). Initial indications are that the solar lighting systems are now in a good position to be approved, and it is planned to install the system on a trial basis at an airport in Texas in October.

The impact on the improved safety at general aviation airports throughout the USA, Canada and many other countries is tremendous. This is but another exciting technical advancement in improving our aviation environment.

**Ted Turner,  
Look Out!**

*Tom Jensen,  
WASAR West Side Coordinator*

Watch this space! WASAR has been in existence since 1993, when the WPA kicked it out of the nest with a generous starting donation. WASAR has been an important part of one of the country's most successful air search and rescue organizations, led by our State Aviation Division. In addition to air search, WASAR supports disaster assessments for Emergency Management and public training like the Wenatchee Mt. Flying clinic.

But it is evolve or evaporate! To maintain relevance, WASAR recently purchased an Amateur TV transmitter that will be used to broadcast real time TV from a member-owned aircraft. This will initially be used in a joint air-ground exercise planned for June 21-22 in Kelso. The purpose of this real time broadcast capability is to provide immediate information to emergency management decision-makers, to support the allocation of key resources. This capability is a natural extension to the eyes and ears of WASAR. And it all started with the WPA.

**One Man**

*Continued from page 2*

end of the runway and blink their car lights, so you could see where you were going," he said with a chuckle.

Since then, Broersma has overseen a long list of improvements to airport safety, pilot convenience and relations with neighbors. Fire hydrants and a storm-water system were installed in 1994. The next year, power lines at the east end of the runway were removed. A new fuel tank and a card-operated fuel system came later. Also, a home at the east end of the runway was purchased and removed, and a paved taxiway parallel to the 2,500-foot-long runway was completed two years ago.

As improvements came, so did tenants. In 1978, three airplanes were based at the airport. Today, 27 private and commercial aircraft are based there, with airport operations now self-supporting.

*Good neighbor*

With residential developments springing up near the airport in recent years, Broersma said one of the most enjoyable parts of his job has been hosting annual neighborhood barbecues. "Doug has always wanted to make sure the airport is very sensitive to the neighborhood's needs, especially when it comes to safety and noise," said Chris Evans, a commercial airline captain with a home on the north side of the airport's runway. Due to a tight city budget, Broersma won't be replaced by another airport manager. Instead, the city's public works department will handle maintenance while the city finance office handles billing and invoicing.

Though he's leaving the airport job, Broersma isn't saying good-bye to aviation. "I plan to do more flying, and I'm looking forward to being involved with the airport as an aviation enthusiast and an aviation activist," he said. "I won't be working here anymore, but I'm sure not going away."

**Nesko  
on WASAR**

*Continued from page 2*

family or associates informed of where, when, and why you're going. Give them information of how you're planning your route, your anticipated times of arrival, departure, where to locate you, and how to locate you. Like flight planning, let them know when you arrive. Make sure they're aware of how to notify authorities, who to notify if your arrival is not as planned. This type of information is critical to setting in motion trained search resources. Keep them informed of your flying style. "He sometimes diverts from his flight plan to view scenic areas." Keeping your family informed can be an effective tool for search crews to tap into information about you and how you fly. Every

bit of information available is helpful in developing a search plan.

Aircraft equipment: Make sure everything on your aircraft works. No ELT was heard during the 320 incident. We believe the ELT was inoperative due to a dead battery. When flying in unfamiliar terrain and the ceiling begins to drop; rain, ice, or whatever, is not the time to ask if everything is working. Knowing your aircraft and due dates on essential equipment is the responsibility of every pilot who flies. Know your equipment!

We will be conducting a joint SAREX in June out of Kelso. I encourage everyone to come out and participate. Check the currency of your qualification card. You are responsible to notify the Aviation Division (1-800-552-0666) if your card needs to be replaced. One of the best ways to do this is join us in June so that we can update you on the spot.

Fly safely folks.

**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.

June 21, 22	JOINT SAREX	Kelso
Sept 13, 14	Mountain Flying Clinic	Wenatchee
Sept 27, 28	ASAROC	Puyallup
Oct 25, 26	JOINT SAREX	(TBD)
Nov 8, 9	ASAROC	Yakima

Almost every other weekend of the year is filled with events and activities; along with the Homeland Security program and our promise to support the wildfire season it will be a busy year. During the month of April and May, I have been tasked to attend several conferences, seminars, and also visit airports and pilots groups throughout the State. During the month of May and June the CAP folks are committed to the Eval, and their own Homeland Security rapid response training programs (i.e. this is why the SAREX for May was changed to June). Please note the CAP June training dates are not the same as the Joint CAP/Av Div/WASAR training dates (there are four different things happening at two different times and two different places). To add to the confusion I may be adding another ASAROC class because of a need to recert a large group of expired cards, but that will be determined at a later time.

Thank you, fly safely and stay out of the TFR's, Karl

## Little Known "Oregon Connection" to the Wright Brothers

Reprinted with permission from Oregon State Aviation "Flightlines"  
Carolyn R. Bolton

It was at the turn of the last Century, more than 100 years ago, that a Bishop of the United Brethren Church commented on the possibility of human beings being able to fly. "Blasphemy! Utter blasphemy!" he shouted. "God intends only his angels to fly." It may be a surprise to learn that the bishop in question was the Reverend Milton Wright - father of Wilbur and Orville Wright.

Milton Wright was the son of a pioneer. He became a minister in the United Brethren Church, a professor of theology, and ultimately a Bishop in that denomination. Susan Wright was the daughter of a carriage maker who converted to United Brethren faith at age 14. The year was 1853 when she and Milton met at Hartville College in Indiana, where he was working and she was a student of literature. Both shared a love of learning for the sake of learning. Milton augmented his theology training with algebra and Greek, while Susan not only excelled in literature, but also math and the sciences.

After a long courtship, Milton asked Susan to marry him and accompany him to the Oregon Territory, where the United Brethren church had assigned him as a teacher and missionary among the mining camps. While Susan declined to accompany him to the Oregon wilderness, she agreed to marry him upon his return. They married in 1859 - fairly late in life for "those days." He was almost 31; she was 28. Nonetheless, they had seven children together. Reuchlin was their first, born in 1860. Katharine was youngest, born in 1874 and the only surviving daughter.

Bishop Wright's three years in the Oregon territory were hard ones indeed. After a year of circuit riding missionary work in the mining camps, he was assigned a new responsibility. The Pacific Congress for United Brethren Church divided the Oregon Territory into two districts. In 1857, the Northern District established a preparatory school at Sublimity, Oregon, and appointed Reverend Wright as its first president. Despite his efforts, Sublimity College closed its doors two years later due to lack of student enrollment. Wright wearily returned to Illinois and married Susan, discouraged at what he felt had been "his failure out West."

It is interesting to note that at the time Sublimity College was established, the Southern District of Oregon concurrently established Philomath College near Corvallis. One of Wright's colleagues, Reverend Conner, took the position of president of that institution. Philomath College became very prominent in the life of the newly formed State of Oregon. In fact, it remained open until 1929, when it was forced to close due to the growth of Oregon's public college network. It is important to consider that had Sublimity College not failed, causing Reverend Wright to return to Illinois more quickly than he had originally planned and marry, the Wright Brothers may never have been born.

It is also interesting to note that none of the Wright children had middle names. Instead, their father tried

hard to give them distinctive first names. Wilbur was named for Wilbur Fiske and Orville for Orville Dewey, both clergymen that Bishop Milton Wright admired. They were "Will" and "Orv" to their friends, and "Ullam" and "Bubs" to each other. Their neighbors simply knew them as "the Bishop's kids."

Wilbur Wright, born in 1867, was an excellent student and athlete. He completed the requirements for a high school diploma at Richmond High School in Richmond, Indiana, but never applied for the formal certificate - probably because his family moved to Dayton, Ohio, just before graduation. He had ambitions of going to Yale University, but never attended college. During the winter of 1885-86, he suffered a life-changing injury. During a skating game called "shinney" a bat flew out of another player's hands and struck Wilbur in the mouth. The blow knocked out his teeth and turned his face to a bloody pulp. As his mouth, teeth and jaw healed, complications set in. Apparently, medicine prescribed by the family physician weakened his heart. This was followed by an undisclosed but severe intestinal disorder. He began to see himself as an invalid and abandoned all plans for college. He fell into a deep depression, sure that none of his life goals could ever be reached. For the next four years he lived a life of seclusion, withdrawing into a world of household chores and reading.

By 1887, Susan Wright had become an invalid herself, having contracted tuberculosis with other pulmonary complications. With the Bishop often away on church business, Wilbur cared for his mother until her death in 1889.

After her death, Wilbur began to emerge from his long isolation. Historians call this period a true turning point in the lives of both brothers. Had Wilbur not been injured, had his health not failed, he would have proceeded with plans to attend a divinity school and become a minister himself. Had this happened, the Wright Brothers would not have invented their flying machine. The true "team" of Wilbur and Orville did not begin to form until after the injury, his long period of hermitude, and the death of their mother. Neither brother ever married. (Wilbur once said that he didn't have time for a wife AND an airplane!) With no family obligations, they could focus all their energies, all their time, all their financial resources on figuring out how to fly. Some people referred to them as one spirit in two bodies - twins born a number of years apart - despite the fact that the only physical trait they shared was their slate blue eyes. When Wilbur died at 45 years of age in 1912, part of Orville died with him. There were no more great inventions, no more genius thoughts. The link in the chain was broken when Wilbur died.

In 1889, brother Orville drew Wilbur into the newspaper business as an editor of the *West Side News* and later *The Evening Item*. (Bishop Milton Wright had served as editor for the church newspaper in Dayton.) When the newspaper business failed, Wilbur became a partner with Orville in a printing company, a bicycle repair shop, and a bicycle manufacturing company. They performed their first aero-

nautical experiments with kites in 1899, then built a series of gliders through 1902 - developing an aerodynamic control system for airplanes while teaching themselves to fly. They added an engine to their aircraft in 1903 and made the first controlled, sustained powered flights on December 17<sup>th</sup> of that year.

It was a toy purchased by Bishop Wright for his sons that sparked this fascination with flight. In 1878, Rev. Wright bought them a flying toy made of paper, bamboo and cork and powered by tightly wound rubber bands. (Today we would call the contraption a helicopter.) The brothers build a number of successful flying replicas of the toy. When they undertook to build the toy on a much larger scale, it failed to work so well. They were 11 and 7 at the time. This is when the Bishop uttered his now famous words about God only wanting angels to fly.

They made their first public demonstrations of their flying machine to a group of Dayton, Ohio, residents on October 4, 1905. In 1908, they sold airplanes to the U.S. Army and to a French syndicate and demonstrated them to the public at large. In 1909, Wilbur flew before a million spectators at the Hudson-Fulton Celebration in New York City. The flying machine became such a hit that the Wright brothers organized a company to manufacture airplanes in 1909 and began filing law suits against all other airplane manufacturers that were using their patented methods of aerodynamic control. Wilbur became the designated "expert witness" in these cases and traveled frequently to give testimony. Worn out, he contracted typhoid on one of his many journeys and died in Dayton on May 30, 1912 - exactly 13 years after he began his formal aviation experiments.

Orville, the younger Wright Brother, lived from 1871 to 1948. He was a good student during his elementary years, but his grades suffered as he grew older and developed other outside interests. He loved carving and printing from woodcuts, and apprenticed himself to a printer during the summer months after his family moved to Dayton. When his mother died in 1889, Orville decided not to return for his senior year of high school. Instead, he launched into the newspaper industry with brother Wilbur. When Wilbur died unexpectedly of typhoid in 1912, Orville reluctantly took over the company. In 1915 he sold it in order to follow his own interests. He was a consulting engineer on the first guided missile (the "buzz bomb") during World War I and was co-inventor of "split flaps" used on dive bombers in World War II. Orville was a lifelong board member of the National Advisory Council on Aeronautics (NACA), which later became NASA - the National Aeronautics And Space Administration. Most of the latter years of his life were spent preserving and protecting the honor that he and his brother Wilbur had earned in developing the first true airplanes.

Bishop Wright lived with Wilbur from his retirement in 1905 through his death in 1917. His own hand-written diaries cover a sixty-year span from 1857 to 1917. In those diaries, he recounts the story of the day he finally flew in a plane. The year was 1910, and brother Orville piloted the craft in which his family's aging patriarch consented to serve as passenger. Orville

feared the experience might unnerve the elderly Reverend Wright. But instead, the bishop shouted above the combined roar of engine, propellers and slipstream: "Higher, Orville, higher!"

Despite his earlier discouraging commentaries on the prospects of aviation, Bishop Wright and his wife Susan instilled in their children a sense of curiosity. They encouraged them to pursue their own interests. At the dinner table, the minister would have the children debate the topic of the day - which he always chose. Then, he'd make them switch positions. As adults, they used the same process to hash out their disagreements - which sometimes became quite heated - about a particular aerodynamic problem. They would argue their own position for a while and then take the other's point of view. This enabled them to see a problem from multiple positions.

From their father, Orv and Will learned perseverance, dedication, hard work, and the "stick-to-itiveness" that would typify their approach to problem solving. ←

## Money Grab at Olympia! What else is new?

Senate Bill 6056 Senate Bill 6056 was passed by both the house and senate and signed into law by the governor. Starting in July, we will pay a \$15.00 fee instead of \$8.00 to register our aircraft plus the same excise tax on the aircraft that we have been paying in the past years. We will also pay a tax of ten cents instead of eight cents on each gallon of fuel we purchase. Pilot and mechanic registration fees will go from \$8.00 to \$15.00 per year. In the past all of these pilot and mechanic registration fees were only used for aircraft search and rescue (SAR), safety, and education. The very unfortunate thing that has been changed in the new law is now the \$15.00 will no longer be dedicated only for SAR, safety or education purposes. Now, only \$8.00 of the \$15.00 will go for SAR, safety, and education. This is an especially bad precedent as it means the reason pilots and mechanics have been paying this fee in the past has now been changed. It also could mean that in the future more funds might be taken away from SAR.

Another very important change in the law due to SB 6056 is that penalties and fines have been added for not registering an aircraft or as a pilot or as a mechanic with the Aviation Division. This change was put in the law to help increase the low registration of aircraft, pilots, and mechanics within Washington.

The one change in the law that would have helped the most to fund the upkeep of airports in the state did not happen. Over 95% of the aviation fuel sold in the state is exempt from fuel taxes. Much of this fuel goes to aircraft that use our state airports, but do not pay to help maintain them. The law should be revised to reduce the large number of exemptions from paying fuel taxes. A Bill was introduced to do this, but it did not see the light of day, as it was too hot of a potato for our legislators to take on. What this means is that we, general aviation, are still paying all of the 5% the state collects in fuel taxes. This is not fair - but the way it is. ←

## GREEN RIVER

Lynn Berkell, President

### What's UP @GreenRiverChapter

Green River Chapter of WPA got the message out that we had a scholarship available this year. Our applicants were so impressive that we decided to award TWO scholarships and just in time for good flying weather.

At our May meeting, GRC members had a chance to meet our scholarship recipients, Brandon Ashley and Lesli Ramsey. Lesli is a student pilot training at Midstate Aviation in Ellensburg and Brandon is a student at

Green River Community College, taking his flight training at Crest Airpark in Kent. We wish them both the best and many happy hours of flying.

Our May meeting was also graced by our WPA state president, H. Smith, who spoke about the goodness of pilots (we all knew that!) and the importance of membership in WPA.

Our meeting in May is our last official meeting until September. We

plan fly-outs through the summer and meet in June for our annual pot-luck picnic at Crest Airpark.

Sunshine and good food are sure to be forecast. But July is the month that I get really excited about. It's the MOST wonderful time of the year and is scheduled to begin July 5. For GRC members, that marks the beginning of Christmas and that means, that Santa comes to MY house! You too can share in the festivities and come join us for a pancake breakfast to benefit TOYS FOR TOTS. Bring your Christmas spirit and an unwrapped new toy for a great pancake breakfast and a visit with



From left: Lynn Berkell-President, happy scholarship recipients Lesli Ramsey and Brandon Ashley, Nancy Jensen Scholarship Committee Chair.

that jolly fellow in red. (I'm not kidding you, he really will be here! But I can't promise you SNOW!) So mark your calendar

er now and remember that July 5th is not only the first day of nice weather in western Washington but also our 3rd annual Christmas in July event. For further details, please see our ad on the back of this issue of WINGS. We hope to see you here!

## YAKIMA VALLEY

Dennis Klingele

The Yakima Valley Chapter is getting into another great summer. The WINGS program was held and well attended the weekend of April 26<sup>th</sup>, along with the annual Skill Center Aviation Program spaghetti dinner scholarship fundraiser.

Fuel prices (100LL) at YKM are: McAllister Museum self service (24 x 7) - \$2.87. At Noland Decota 3.15

Flyouts are normally staged from McAllisters Museum Saturday Mornings around 9 AM.

The B-17 and B-24 Bombers are again visiting, scheduled to arrive Wednesday June 11<sup>th</sup> around noon, they will stay till Friday departure scheduled for approximately 3 PM. For information you can call McAllister Museum at 509-457-4933.

The McAllister Museum of Aviation Fly In Pancake Breakfast is set for Saturday June 21<sup>st</sup>, 8-11 AM. All you can eat for only \$5.00.

A Hanger Dance featuring the Swing Band "TEMPO'S" will be a great event July 26<sup>th</sup>, 7 to 11 PM. McAllister Museum will host the event and it will be MC'd by Bob Clem, a local celebrity, who also happens to be Yakimas' Airport Manager. A silent and live auction will also add to the fun. For tickets and other information call McAllister Museum, 509-457-4933.

The Yakima Valley Chapter newsletters are now also available at the Washington State WPA website, so we invite you to surf on and enjoy.

## SPOKANE

Continued from page 4

Stop by when you are in the area, take a tour and say Howdy to all of the interesting pilots you will surely see there!

Our May meeting at Conley's Place in the new city of the Spokane Valley was great. Our local FAA's John Black was the speaker for the evening and we all participated in an informative discussion and an exercise on performance as it relates to fuel management. We had to calculate the fuel burn for a trip in a C 150 and it surprised us to see that even though given the same information to work with, not one of us came up with the same answer!

Our May fly out is the 4th annual Back of My Hand Navigational Rally. (I know this country like the back of my hand!) We will meet at Felts Field Aviation for the pilot and navigator briefing at 9:00am Saturday May 31st. Free lunch will be provided courtesy of the Spokane Chapter at the Methow Valley Airport where we will have a spot landing contest and tour of the smoke jumping facility. A \$50.00 prize was donated by Felts field Aviation.

Charles White of Micro Aero-Dynamics and test pilot Annie Brogan will be the speakers at our June 21st meeting. We will hear how the company got it's start, why we should all have vortec generators on our birds and what life is like for Annie being a test pilot.

Our June 28th fly out will be the Jackpot Run on Saturday and Sunday. Should be a lot of fun.

For more information give Mike Eller a call @ 509-226-3816 or meller@qwest.net

## 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.wpaflys.org](http://www.wpaflys.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.wpaflys.org](http://www.wpaflys.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.

- Bellingham  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  
 Total \$ \_\_\_\_\_

#### Make Check Payable to Washington Pilots Association or complete credit card information:

Circle American Express Discover MasterCard Visa  
 Exp. \_\_\_/\_\_\_

Mail to: Washington Pilots Association  
 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.

## GREATER SEATTLE

Michelle Condliff

The Seattle Chapter kicked off the summer with a work party at Bandera State airport on May 22. About a dozen Seattle chapter members, Jim Scott from the state Aviation Division, and a couple of extra helpers from both the Paine and Green River chapters turned out to get the airport spruced up and open for summer use. All of the runway markers were scraped and repainted,



John Amico and son helping to mow the airstrip at Bandera State.

a new windsock was installed, and the runway was mowed (many thanks to Ben Brodie for the use of his tractor). Though a bit breezy, we had sunshine most of the day, with the rain drops starting just as we finished packing up. The field is now almost entirely dried out and ready for summer use. The airstrip is a gorgeous site for a picnic and there are a couple of nice campsites next to the river (courtesy of the Boy Scouts). We hope that some of you will have an opportunity to fly into Bandera this summer and enjoy it.

The Seattle Chapter activities for the remainder of the summer will be monthly fly-ins. We will continue to meet the third Thursday of the month and use part of the meeting time to plan for a fly-in that Saturday. Destinations have not yet been firmed up, but both Roche Harbor and East Sound are strong candidates. Mark your calendars for the Saturdays June 21, July 19, and August 16. Contact Michelle Condliff at [condliff@hotmail.com](mailto:condliff@hotmail.com) for more information.

## WENATCHEE

Dan & Marjie Stewart

The Wenatchee Chapter has had a busy couple of months.

In April the Chapter activity & meeting was a fly out to Odessa Washington on the 26th for Jubilee in the Desert. It is Odessa's spring celebration with a quilt show, a fly in breakfast to benefit the airport, old cars and Music all day Saturday. There was an airplane parade and several brave airplanes taxied from the airport to down town Odessa and were on display all afternoon. Those that made the trip had a great time.

May brought our annual spring clean up at the Lake Wenatchee Airport. Stan Allison from WAsDOT showed up to help, and brought new wind socks. Thanks also to Stan, the snowmobile group that uses the airport in the winter time had done a better clean up from their activities so we had less "big work" to do. The airport is in great condition and ready for you! It's close to Fish Lake a great fishing. Just remember density altitude when you come!

## PAINE FIELD

John F. Dobson, President

The Paine Field Chapter has set forth three ambitious goals for 2003. The first is to create a message and game plan to get politically connected. The second is to create a series of programs and opportunities to attract and involve the non-flying spouse and family. And finally, create an educational forum for our members that own aircraft.

We have all been hit hard with the aftermath of 9-11. The apprehension about aviation's future has been enhanced by the TSA, 5 TFR's, increased taxes, enforcement of aircraft registration, and of course the exploits of Mayor Dailey and the destruction of Meigs Field. Our members at Paine Field understand all too well that we were caught "flatfooted". We were not well connected to the political process and have been helpless to effect any change.

We have observed that our responses to airport complaints from the community at large have little or NO impact. In fact most of our rhetoric borders on what I call "literary incest". To defend our rights by saying we were here first is the equivalent of a five year old saying, "my brother is bigger than yours". Our interests are better served by elaborating on our contributions to the National Transportation System. We are better served by reminding politicians that we contribute almost \$50,000,000 to the general fund in WA. And, we pay our own way with respect to the Aviation Division.

Over the next several months we will be holding what I call "brainstorming" sessions to try and elaborate on the correct message. We will also be looking at a civics refresher course to identify all political entities in the State. We will be identifying those people that are aviation friendly and those that are not. We will get politically connected!

Our second goal is a lot more fun. We understand that not all members have unlimited time and or use of an aircraft. Our hobby or avocation comes at the expense of family time. So, we have decided to create four venues for 2003 that might appeal to our families. In May we scheduled our first "shopping" trip. We flew to Hillsboro, walked to the MAX light rail and headed to downtown Portland. The shopping was great and the food superb. On June 27<sup>th</sup>, 28<sup>th</sup> and 29<sup>th</sup> we are off to Jackpot Nevada for Golf and Gambling and a concert by the 5<sup>th</sup> Dimension. August is camping in Newport Idaho and September is family roller-coaster fun in Silverwood.

Our last goal will begin in September. The educational staff at Everett Community College in conjunction with some of our members from Goodrich are formalizing a six month Aircraft Owner Maintenance Curriculum. The classes are tentatively schedule for the first Saturday of every month beginning on Saturday September 6<sup>th</sup>.

And, finally we are looking for opportunities to interact with other chapters. That may seem strange to some as we have been silent for so many issues of WINGS . . . but no more. If anyone wants to stop on by or contribute in any way just give us a call.

## 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!

### 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, 8-11, EAA # 492 - Mike, 509-925-4531

7 Blaine Municipal 5<sup>th</sup> Annual Fly-in, 10-4 Al Lundington, 360-371-7289

7 Lake Chelan Fly-in and Pancake Breakfast, 8:00. Jan Liberty, 509-682-3841

7 Hangar 15 monthly Weenie Burn, Bellingham, 11-2 360-671-2250

7 Lynden's Annual Fly-in and Barbeque, 10 - 5 - 360-354-5033

7-8 Okanogan Days Fly-in, Fly-in, EAA1286,- Bob Sandefur, 509-826-6325

11-13 B-17 & B-24 Collings Foundation Aircraft - Yakima - 978-562-9182

13 Safety Breakfast, Port Angeles Apt. Coffee Shop, 8:30 (CC)-Steve, 360-452-6601

13-15 5<sup>th</sup> Annual Gathering of Warbirds, Olympic Flight Museum, 8-5 360-705-3925

13-15 B-17 and B-24 Collings Foundation Aircraft at Olympia - 978-562-9182

14 Ellensburg Coffee and Donuts Fly-In, 8-11, EAA492 - Mike, 509-925-4531

14 Kelso 7<sup>th</sup> annual Fly-in, Wings and Wheels, 10-2 EAA1111 360-636-0242

14 Mattawa/Desert Aire Pancake Breakfast Fly-in, 6:30-11 - Bob Kibler, 509-932-5403

14-15 Tonasket 12<sup>th</sup> Father's Day fly-in (OC)- Duane Wilson, 509-486-2295

15 Wings Program, First Flight at Monroe Airport - Eric 206-841-5175

15 Bellingham fly-in Airfest 2003, 10-4 - Dennis Partlow, 360-671-5674

15 Scappoose, OR, 12<sup>th</sup> annual Northwest RV Fly-in, 503-543-3653

16-18 B-17 and B-24 Collings Foundation Aircraft at Port Angeles - 978-562-9182

18-20 B-17 and B-24 Collings Foundation Aircraft, Bremerton - 978-562-9182

20-23 B-17 and B-24 Collings Foundation Aircraft at Boeing Field - 978-562-9182

20 Green River Chapter Ann'l Pot Luck Picnic, Crest-Lynn, 253-638-7037

21 Astoria OR, 60<sup>th</sup> Birthday party for Twist Air, 10:00-16:00, 503-861-1222

21 Ellensburg Coffee and Donuts Fly-In, 8-11, EAA492 - Mike, 509-925-4531

21 Poker Run, Lewiston, ID 08:30-16:00, 208-798-5448

21-22 SAR training exercise, Kelso - register 800-552-0666

22 McMinnville, OR Pancake breakfast and plane wash, 07:00-12:00

25 Wings Program, Snohomish PUD Auditorium, 7pm- Scott Gardiner, 425-227-2880

26 Wings Program, Museum of Flight, 7pm Scott Gardiner, 425-227-2880

27 Safety Breakfast , Port Angeles Coffee Shop, 8:30 (CC) Steve, 360-452-6601

27-28 Jackpot Fly-in, Nevada, (PF) - Larry Steele, 425-481-0278 / 206-963-7301

28 Cashmere Founder's Day Fly-in, free breakfast for pilots - John, 509-782-0363

28 Ellensburg Coffee and Donuts Fly-In, 8-11, EAA492 - Mike, 509-925-4531

28 Prosser Fly-in Breakfast, 07:30-10:30 - R Shaw, 509-735-1664

### JULY

4 Tacoma Freedom Fair and Air Show, - Doug Miller, 253-756-9808

5 Toys for Tots Pancake Breakfast, Crest (GR) Nancy Jensen, 253-833-6777

5 Twin Oaks Airpark, Hillsboro, OR, Fly-in Brkfst - EAA105, 503-646-8763

5 Ellensburg Coffee & Donuts Fly-In, 8-11 EAA492 - Mike, 509-925-4531

5 Blaine Annual Antique, Classic Fly-in, 10-4 - Doug Fenton, 360-332-2515

5 Twisp fly-in and Breakfast, 7-11:30 - Paul Wagner, 509-997-3953

5 Hangar 15 monthly Weenie Burn, Bellingham, 11:00-14:00, 360-671-2250

9-13 Northwest EEA Fly-in, Arlington, 360-435-5857

12 Ritzville Blues, Brews, and Barbeques Festival, 12-2 - 509-659-1936

18-19 Kla-AH-Ya days in Snohomish, Harvey Field - Candy, 360-568-1541

18-20 Northwest Biplane Fly-in, Felts Field - Dan Abbott, 509-880-5270

19 Deer Park Fly-in and Pancake Breakfast, 8-11 (DP) Roy, 509-276-5733

19 Cavanaugh Bay Fly-in, ID - Ray Friend, 208-377-8500

19-20 Port Townsend, Jefferson Co. Annual Aviation Days Fly-in, EAA #1026, 360-385-4356

23 Wings Program, Clover Park College, Thun Field, 7pm - Scott Gardiner, 425-227-2880

24 Wings Program, Museum of Flight, 7pm - Scott Gardiner, 425-227-2880

26 Forks Annual Salmon Bake and Fly-in, Gary Jennings, 360-374-6004

29-4 Oshkosh 51st Air Adventure Fly-in 2003 - 920-426-6523

### AUGUST

1-4 Oshkosh 51st Air Adventure Fly-in 2003 - 920-426-6523

1-3 Orcas Island Annual Fly-in, Pancake Breakfast & Dinner - Jim Newland, 360-376-2696

1-3 Seafair, Blue Angels, other air shows, Seattle, Jeff Orswell, 206-728-0123

2 Twin Oaks Airpark, Hillsboro, OR, Fly-in Brkfst - EAA105, 503-646-8763

2 Hangar 15 monthly Weenie Burn, Bellingham, 11-2, 360-671-2250

8-9 McCall 17<sup>th</sup> Annual Family Fly-in, McCall, ID - 208-344-8775

8-10 Abbotsford International Air Show, BC - Season Roy, 604-852-8511

9 Diamond Point Airport Appreciation Day, 09:00-15:00 - Tom Richardson, 360-582-0037

**Calendar of Events**  
See Inside Back Cover



Presents

**Christmas in July**

Bring your kids, grandkids or a neighbor's kid, and join the Green River Chapter on Saturday, July 5th for their 3rd annual Christmas in July pancake breakfast. Once again it will be held at the Berkells at Crest Airpark (S36). They are at the SW corner of the runway at 17684 S.E. 301st Street. Hours are 8:00-11:00 am



This is a fly or drive affair, so bring your friends. Let's show those Marines how charitable pilots are!

This fun event is to support the United States Marine Reserves' Toys for Tots program



Breakfast is FREE to anyone bringing a new, unwrapped toy

**3rd Annual Christmas In July Pancake Breakfast**

Nancy Jensen, Green River Chapter

Green River Chapter is once again sponsoring a pancake breakfast to benefit the US Marines Corps Toys for Tots program. This year's event will be held Saturday, July 5 at the Crest Airpark home of Lynn and Arthur Berkell. Everyone is invited!

An all-you-can-eat pancake breakfast will be served between 8 and 11 am just for the donation of one new, unwrapped toy per person. In lieu of a new toy, a minimum donation of \$5 per person is requested. Last year we collected two overflow-

ing barrels of toys along with \$375. Let's see if we can improve on that this year!

This is an opportunity to show support for the US Marines in service to our country by supporting their special program. Bring your kids, grandkids or neighbor's kids. Santa will be there once again with treats for all. We would love to have other WPA chapters, including east sides to join us. The Berkells are on the SW corner of Crest at 17684 SE 301st St. Call 1-800-WPY-FLYS for further information. ✈

a long term study of funding needs

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**Deadline for the next Wings:**  
**THURSDAY July 31st**

Submission information - see p2.

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