President’s Message

Airport Managers . . . Criminal Intent . . .

With only 138 airports remaining in the Washington State Transportation System why do we continue to have problems with incompatible land use development . . . i.e. encroachment? Why is Hoquiam considering a 100 plus foot crane to obstruct the LPV Approach . . . recall the 911 plans. (You need to read plans too). When knocking the County Executive Director, homes are appropriate or not the answer is in Planning Guide Book 2.5 acres. Since this definitive answer has approved the zoning.

I have come to the conclusion that we as pilots long ago took a pass when it comes to doing our homework regarding airport issues. If you have questions concerning the process call your local FSDO office. Notice Number: NOTC1741

Paper Pilot Certificates to Expire

Notice Number: NOTC1741

Remember that the paper pilot certificates that you have in your wallet must be replaced by the new plastic certificates by March 31, 2010. Notice Number: NOTC1741

Make sure you know the mistake in his policy is the forfeiture of free speech and the right to vote. Think about it . . . just because the buyer knows there is an airport nearby does not stop that person from lobbying for the closure of the airport. And what obligation does the second or third owner have to sign that agreement?

Another Executive Director and I engaged in a conversation about noise and safety overlays. The State has recommended 6 Zones about an airport. (If you don’t know what they are . . . call me!) The city and county had adopted them into their comprehensive plan.

Although some airport managers . . . say one thing and do something else . . . but we can prevail! Just pick up the phone and call . . .
After almost two years of deliberations, the Washington Aviation Planning Council has released its final statewide aviation recommendations.

To read the entire Council Report, which includes the full list of recommendations, visit www.wsdot.wa.gov/aviation/LATS.

The Aviation Planning Council, as directed by the legislature (Chapter 383, Laws 2007), was appointed by Gov. Chris Gregoire in July 2007 as part of the Long-Term Airports Program Study (LATS). The Council's purpose was to use LATS Phases I and II technical findings, and include public input, to determine:

• How best to meet commercial and general aviation needs
• Which regions of the state are in need of improvement regarding the matching of existing airport capacity with demand and the long-range capacity needs at airports within the region expected to reach capacity before 2030.
• Recommendations regarding the placement of future commercial or general aviation facilities to meet the need for improved aviation planning in the region.

The Aviation Planning Council's recommendations are based on careful review of the LATS technical data, extensive dialogue with aviation system stakeholders and a thorough and transparent public involvement process. The recommendations are also aligned with Moving Washington, WSDOT's mobility program that utilizes three strategies: adding capacity where appropriate, operating the system more efficiently and responding to demand through more alternatives and choices.

Some highlights of the Council's findings include:

• No immediate capacity constraint exists at any airport in Washington State today.
• Future capacity constraints will exist within the time frame of this study (2030), primarily in the Puget Sound Region.
• Washington's aviation system is threatened by encroachment from land uses that are incompatible with aviation operations, and existing land use laws are inadequate.

Some highlights of the Council's recommendations include:

• The State should place a priority of protecting and maximizing the efficiency of the airport system we already have in place before we consider the development of new airports.
• Decisions about the placement or expansion of airports must be primarily a regional and market-driven decision.

The State role as a steward of the aviation system includes providing adequate land uses protections, recommending system improvements, as well as strategic investments to support and maintain crucial aviation facilities throughout the state.

If it is determined, at some time in the future, that future demand cannot be met at nearby airports and there is no interested sponsor to undertake such a study effort, the State should undertake siting studies for new airports. The Council's recommendations were delivered to the Governor, Legislature, Transportation Commission and regional transportation planning organizations on July 1, 2009.

More information about LATS is available at www.wsdot.wa.gov/aviation/LATS.
GETTING BEAT WITH AN UGLY STICK

so be prepared for the eventuality. I think that if they presented me with a warrant or guidelines (which change with the administration or the weather) or just passing through the honor, and what they will be looking for. I think you deserve to know the answer to next to feel the wrath or just parked nearby.

inspectors should not complain; it will protect both sides just in case things are not running not. I hope this article will remove any of the wild and bad things you corrected by an airplane inspection and a short checkride. Probably this very thing called a P.A.C.E. Program. You might first want to ask yourself why you would want all this grief, but then you may also want to ask yourself if you are doing anything wrong that could be corrected by an airplane inspection and a short checkride. Probably not. I hope this article will remove any of the wild and bad things you have heard about ramp checks.

1. ATTITUDE: Be cool, be confident, don’t panic, be polite and cooperative. It’s quicker. There is absolutely no way that having a smart attitude is going to make this meeting go any better for either side. You are a pilot and so is the inspector. Let’s act like the cool professionals we are all supposed to be.

2. IDENTIFICATION: Verify that this person is an FAA inspector and that they have the authority to check you and your aircraft. This should be addressed at the very beginning. I would be reluctant to answer a bunch of questions for a stranger and, in fact, would probably tell the local FAA FSDO and report this individual if they could not produce proper and immediate identification.

3. WITNESSES: If possible, get a witness or two to the entire procedure. The inspector should not complain; it will protect both sides just in case things are not running smoothly as either side would like. It will also give another pilot a chance to see how this type of inspection is conducted so they will be better prepared in case they are the next to feel the wrath or just parked nearby.

4. INQUIRY: Why the ramp check is being conducted, why you were selected for the honor, and what they will be looking for. I think you deserve to know the answer to these questions. If this is a random “witch hunt” then you have the right to decide whether you wish to participate. If it is a fact finding tour or a training session for a new inspector, I would worry a little that I was the selected training airplane. Are they following some new guidelines (which change with the administration or the weather) or just passing through and they think you would like to make their lives easier?

5. WARRANT: None needed, nor is any other special paperwork. It’s a safety check, remember, protected by regulation and well-known by you and everyone else in aviation, so be prepared for the mentality. I think that if they presented me with a warrant or any piece of paper with my name and aircraft number on it, I would run, not walk, to an attorney’s office because the fat would already be in the fire, so to speak.

6. K.I.S.S.: Keep it Simple, Stupid! Do not volunteer information. You are required to give your name, state the fact that you are the pilot in command, and provide the required documents. Just as what they can do is spelled out very clearly in regulation, your participation should be to assist and not be the sole provider of information that may be detrimental to your own flying career.

7. NO!: The inspector DOES NOT have the right to board your aircraft! But they do have the right to start an enforcement action on the spot! So why invite trouble? If you have something to hide, now is the time to call your attorney; if not, let them look. This is a good rule to be followed. It keeps rather innocent things to you from becoming something so wrong to them. It should also let you know that the airplane has its uses and its limitations. Be mindful of exactly what you are ferrying and be prepared, if necessary, to explain to someone of the law why, where, when, and who.

8. COURTESY: Is required and expected from both sides. Personally, I demand it! This is a regulated meeting that takes place on the ramp. Some airplanes single day, some airplanes single month, some airplanes single year. The requirement that both sides be civil and courteous to each other came many years ago from family training. If either side is lacking in manners, this is not going to be an easy ordeal. If it can’t be handled courteously by both sides, it will most likely end up being a hassle for at least one of the two involved. Make sure you are not the loser just because of a lack of ability to interact with the other pilot.

9. PILOT CERTIFICATE: Inspectors have the right to inspect your license, but NOT keep it for any reason. While operating an aircraft in the United States, you must have on your person at all times your Pilot’s Certificate and our Medical Certificate. If someone is a Flight Instructor, they must have that certificate also. We are not required to have our personal logbook with us nor the maintenance records for the airplane, although we might have to produce both or either at a later meeting.

10. FLY ON: You cannot be grounded because of a ramp check of you or your aircraft. But are you willing to continue on your way if something unsafe has been pointed out to you by an expert? The FAA cannot ground you for some infraction, but it will be noted if you leave the runway unattended where a defect was pointed out. Should it end up in some type of accident, your insurance company would most probably not pay you because you were, in fact, notified of the defect and in person or writing at the time of the ramp check.

Finally, please be reminded that both sides are governed by the rules listed above, BUT for your information, if something wrong is found during the ramp check, with you or the aircraft, it must be corrected immediately or further action will most assuredly be taken by the FAA.

BIG DEAL! The documents that are required to comply with the inspector’s request are supposed to be on board at all times anyway: CHART (Current), AIRWORTHINESS CERTIFICATE, RADIO LICENSE, REGISTRATION, OPERATING LIMITATIONS, WEIGHT AND BALANCE. And now you also need a photo I.D. according to 61.3 (a)(2). Your Private Pilot Flight Examiner can do about the same thing as a ramp check. The Private Pilot Practical Test Standards for the same certificate states the inspector is allowed to look at the aircraft documents by “locating and explaining the importance of each of them.”

In conclusion, I have appreciated this problem and the advice I have given. Absorb all this and then check with an aviation attorney if it starts to get out of hand. A ramp check, if conducted professionally on both sides, need not be anything more than a safety check and informal meeting between two pilots who are both seeking the same end result—better aviation safety for all of us. I’ve always felt I could do my part and let them do theirs. What’s your feeling?

I’ll see you at the airport! Always remember, keep your nose up during those turns. The airplane likes that.

*Still needed for travel outside the United States and for some FAA 135 commercial operations.
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WWW.INTERNETCFL.COM
James E. Jims Trusty, ATPCF/RI/UGL, was named the FAA/Airline Industry National Flight Instructor of the Year for 1997, and the first ever FAA Southern Region Aviation Safety Counselor of the Year for 1995 and again in 2005. He still works full-time as a Corporate Pilot/“Gold Seal” Flight & Ground Instructor/ FAA Safety Team Lead Representative/ National Aviation Magazine Writer. You have been enjoying his work since 1973 in publications worldwide. If you have comments, questions, compliments, or complaints, please e-mail them directly to him, and he will certainly respond. Thanks.

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JIM TRUSTY 2009

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through June at the Auburn Station of the Valley Regional Fire Authority at 1101 D Street N.E. in Auburn. For more information on the Green River chapter, email Perry China at baucklicher@comcast.net.

**HARVEY FIELD/SNOHOMISH** - The Harvey Field chapter meets on the second Saturday of each month, year round, at 10:00 am in Hangar 15 at Harvey Field. For more information on activities, please visit the WPA web site, click on the Harvey Field Chapter, and visit the Activities Calendar. For more information contact Charles Hower at 425-367-8755.

**NORTH SOUND/BELLINGHAM** - The North Sound/Bellingham chapter meets on the third Friday of each month from October through June at the Aurora Station of the Valley Regional Fire Authority at 1101 D Street N.E. in Auburn. For more information on the Green River chapter, email Perry China at baucklicher@comcast.net.

**SPOKANE -** The Spokane chapter meets the first Friday of most months for dinner and an aviation related program. For detailed information on the monthly meeting and other chapter activities including group flyouts, maintenance seminars and special programs visit www.wpa-paine.org or send mail to president@wpa-paine.org.

**GREATER SEATTLE -** The Greater Seattle chapter is looking for a fresh infusion of energy. If you're interested in serving on the Board, please call Colleen Turner at 425-453-7690 or email cturner@cruselairdshawdellewcv.com.

**SHELTON-SANDERSON -** Brandon Harms, President, 360-432-2065

**SOUTHWEST/ VANCouver -** The Southwest Vancouer chapter generally meets on the fourth Wednesday of each month, starting at 7:00 pm, at the Pearson Air Museum on Pearson Field (VUO), in Vancouver. For more information on the Southwest/Vancouer chapter, please contact Bob Brown at 425-607-3066.

**SPOKANE -** Meetings of the Spokane chapter are usually held on the third Wednesday of each month over dinner at Marie Callander’s Restaurant, beginning at 6:00 pm. (Meeting details are subject to change - please call first to check.) The chapter also conducts a monthly fly-out on the Saturday morning following the chapter meeting, weather permitting. For more information, contact Gary White at 509-891-6473, or email gwhite@fuselink.net.

**TWIN HARBORS -** The Twin Harbors chapter meets the second Tuesday of the month at 6:00 pm in Ocean Shores, location TBD. For meeting details and more info, contact Fred Winge at (360) 289-4189, email fwingetechline.com.

**YAKIMA VALLEY -** The Yakima Valley chapter meets for dinner on the first Thursday of the month. For more information on activities, contact Dennis Klein at (509) 966-3308, email dklein@geol.com.

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### Spokane Chapter Annual Picnic

The WPA/Spokane Chapter Annual Picnic went as planned on July 15th hosted by Duane and Judy Cocking at Ellerport Airfield near Newman Lake Washington. Dave Lucek, the WPA east side VP, was hard at work burning the brush and dogs to fill the orders. Everyone had a wonderful time, some telling stories, others listening. Most of the stories were even true. The turnout this year was better than expected and required a few more tables and chairs set out. It was great.

Our Chapter is working hard to build our membership, and we are starting to see the results. John Townsley and the FAAST team have done a fabulous job making our monthly meetings more meaningful for people to attend. The learning and the credits received from the Wings events have been a significant building block to attract those interested in General Aviation, but hadn't thought about being a WPA member. Many of the attendees are then joining up.

From land use issues to the LATS and the TSA initiatives, we are all called to be more active and join with aviation leaders to educate our community about the necessities of general aviation and the service it provides for our local areas.

Events like our annual picnic and benefit auction are making a difference. We would like to invite all of you, PILOT OR NOT, to learn more about our Chapter and become an active member of the WPA wherever you live.
WPA BOARD MEETING
July 11, 2009
John Dobson called the meeting to order at 11:15 a.m.

ATTENDANCE:
President, John Dobson; Vice President, Dave Lucke; Secretary, Marjy Leggett; Treasurer, Tom Fox

Other WPA members: Paine Field Chapter Rep, Blake McKinley; Paine Field Rep, Kirk Kleinholz; SAR & Paine Field Rep, Gary Evans.

MINUTES:
The minutes were distributed for reading. Dave Lucke moved to approve the minutes. Tom Fox seconded the motion and the minutes were approved as written.

MEMBERSHIP:
President John Dobson passed out a membership data sheet showing membership standings for the chapters. Discussion focused on increasing membership while retaining past members. Chapters were urged to contact members who have not renewed to see if they forgot to renew or have lost interest. A suggestion was made that in order to clean out the database, it would be helpful to have a check-off sheet indicating if the member is active, inactive, deceased, or no longer interested in being a WPA member (d.n.c. do not call).

There was discussion of the best way to notify people that membership is due. Input has shown some people prefer mailed invoices; others would like automatic renewal through their credit card. Comment was made that the postcard renewal notice used the past two years gave the appearance of an advertisement.

Membership continues to rise steadily. There were 709 members in the fall of 2007, 722 in 2008, 766 paid members in July of 2009, with expectations to reach 775 by the end of the year.

President Dobson will send out the membership data to the chapter presidents within the next couple of weeks.

OLD BUSINESS:
LATS STUDY:
The LATS Study is complete and available on the WSDOT website. The question was posed: Should the WPA invest time, energy, and funds to push for laws that restrict attempts to close airports or strengthen land use laws? Currently, there is no way to recoup legal fees spent in land growth management defense. It was hoped that the LATS Study would address this issue. Discussion revolved around the possibility of pushing for a way to recoup fees spent defending land use issues.

BY-LAWS:
Les Smith reported that the By-Laws Committee has not started on its work, but will begin after Oshkosh. They will have a report of substance and something for the Board to vote on at the next Board Meeting.

PAC FUNDS:
President Dobson announced he attended a PAC class in Olympia earlier this summer and Treasurer Tom Fox will attend the same PAC class shortly.

The discussion regarding use of PAC funds from the minutes of the previous business meeting were reviewed. President Dobson addressed the situation at Vista Field where five city council positions and two of the port positions are up for election and at the Port of Shelton. It was decided that the chapter should be the one to ask for funding to support candidates where needed with discretion left to the chapters to determine if the candidate is viable and electable.

The importance of educating candidates on the benefits of airports was discussed, as well as ways that contributions “in kind” can be distributed, i.e. offering to fly candidates to various events, stuffing envelopes, etc.

It was pointed out that it is our job as WPA members to convey to legislators and local politicians, “What does aviation do for you?”

The meeting was adjourned at 12:20 p.m.

Respectfully Submitted,
Marjy Leggett
Secretary
Big Plans for a J Eisenberg Airport

By Jessie Stensland
Whidbey News Times Assistant editor
Jun 25 2009, 10:10 AM * UPDATED

The runway and buildings off Monroe Landing Road, commonly known as the Oak Harbor airport, is no longer formally named the Wes Lupien Airport.

After seven years of court battles, the ownership of the airport is finally clear and free. Seattle businessman Joel Eisenberg, a pilot and airplane enthusiast, renamed the airport after himself. It’s now the J A Eisenberg Airport; his legal name is Arthur Joel Eisenberg.

Eisenberg has big plans for improving the airport and luring pilots of small airplanes to the area. He’s planning a fly-in event and dedication celebration on Sept. 12 and 13.

“It finally the ownership cloud is gone,” Eisenberg said. “We want to revitalize it and make it a destination place for the Northwest.”

To get the attention of pilots, the airport is offering the least expensive airplane fuel in the state. Eisenberg said gas purchases at the airport have greatly increased over the last few weeks.

“Fuel is a huge thing. It’s not provided at every airport,” Geri Morgan, an Oak Harbor Realtor and wife of an airplane enthusiast, said. “Pilots really do their research when they are planning their trips.”

Eisenberg plans to build another building at the airport this summer. The 16,000-square-foot structure would house 15 new hangars, in addition to the current 20. He said there’s a waiting list already.

BEWARE !!!!!! As you descend out of the clouds on the instrument approach !!!! It was a beautiful Saturday, July 18. Blake McKinley and I were flying 2630R from Fennel over to Skagit Regional to pick up Scott McKinley from Scout camp. I checked the weather on DUATS on Friday evening and again on Saturday morning.

The current and forecast weather was CAVU for the route and destination.

It was a really nice trip. The skies were clear. The view was unobstructed of Glacier Peak, Mt. Baker, Mt Rainer and the Cascade Mountains. As we got closer to the Skagit Regional Airport, I noticed an un-forecast overcast surrounding the airport. The ASOS was advertising 600 overcast which is right at the minimums for the RNAV RWY 28 approach. This is getting very close to my personal minimums.

So I requested an IFR clearance and RNAV approach. I got the clearance and set the Garmin 430 to take us to the IAF.

It was typical low soup from about 4000 MSL to the MAP. This approach has vertical guidance and it works really well. Just as we broke out of the clouds on short final at 600 MSL, I spot a Cessna 180 about 50 yards, my altitude and 10 o’clock position. Needless to say it was time to control the plane!!!

This guy was in controlled airspace and flying well below minimums. I brought this to his attention and he said he was, “Clear of clouds.”

Well, I did a go-around, landed on 28 but this guy was no where to be found. This was the closest I have come to a mid air collision.

Blake said I did a nice job and he was never scared !!!!!! We picked up a very tired Scott McKinley who slept all the way home.

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Women's Air Race Classic Announces Winners

Teammates from Michigan and Washington Pronounced as Fastest Female Flyers

June 30, 2009, Aurora, Colorado – Although the 4-day, transcontinental Air Race Classic ended in Atlantic, Iowa last Friday, its 69 competitors had to wait until Sunday to learn the results of the handicapped air race. Winners of the $5000 top prize were pilot Kelly Burris, 44, of Pleasant Ridge, Michigan and copilot Erin Recke, 34, of Bellingham, Washington.

Burris—a 950-hour pilot and a patent attorney with the Chicago-based firm of Brinks, Hofer, Gilson, and Lione—owns the 1962 Beechcraft Debonair in which the couple competed for their second Air Race Classic. During last year's race, they opted to disqualified themselves for entering IMC (clouds), as ARC rules stipulate that all racers must fly under visual flight rules. Recke is a 4000-hour commercial airline pilot with Delta Connection ASA. The team was flying in their second Air Race Classic to raise money for Angel Flight Wisconsin, a non-profit organization that uses volunteer pilots to transport patients in need. For more information visit: http://www.angelflightcentral.org.

Before the announcement, the two had an inkling of their winning performance. “We were really satisfied with the way we flew. There were very few mistakes and we were delighted with our average groundspeed throughout most of the race.” And we were delighted with our average time starts when it takes off, not when the race starts. The race continued with stops in Liberal, Kansas; Sweetwater and Luftkin, Texas; Russellville, Arkansas; Grenada, Mississippi; Sparta, Tennessee; Jacksonville, Illinois; and Racine, Wisconsin, before a final landing in Atlantic. Burris and Recke credited diligence and planning; support from family, friends, and other racers; and the experience from last year’s race for their team’s success. When asked if she would consider competing again, Recke responded with a resounding, “ Heck yeah! It was a peak experience in my life! And besides that, we now have a title to defend!”

Burris and Recke maintain a blog about their race experience at http://NoCloudsForUs.blogspot.com.

This year’s competition marked the 80th anniversary of the first women’s air race held in 1929, which started in Santa Monica, California and ended 8 days later in Cleveland, Ohio. Of the 20 airplanes registered for the Women’s Air Derby that year, 19 took off but only 14 finished. Despite a fatality on the first day, the racers forged on to finish what Will Rogers, the race’s Grand Marshall, dubbed the “Powder Puff Derby.” With today’s sophisticated aircraft engines, radio communications, and GPS, air racing is much less grueling and dangerous as it once was, but nonetheless remains a feat of endurance and skill. With this year’s race covering much of the South in late-June, the average temperatures in the cockpit of the winners’ airplane was well over 100 degrees. The women opted to leave the air vents closed so as not to increase the drag on the aircraft, making it fly as fast as possible.

The Air Race Classic, Inc. is a nonprofit organization dedicated to encouraging and educating current and future women pilots; increasing public awareness of general aviation; demonstrating women’s roles in aviation; and preserving and promoting the tradition of pioneering women in aviation. For complete 2009 results and other information, go to www.airraceclassic.org.

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OR Fill out the following membership application below and mail to:

WPA — 227 Bellevue Way NE — PMB 397, Bellevue, WA 98004

Name (Last) (First) (MI) (Rating)

ADDRESS (Street or P.O. Box) City State Zip

Home Ph: __________________________ Work Ph: __________________________

E-mail: ____________________________

Select from one of the WPA Chapters below. If unsure or geographically distant, please select “Member at Large.”

☐ Anacortes
☐ Clallam County
☐ Colville Valley
☐ Deer Park
☐ Tri-Cities
☐ Green River
☐ Harvey Field (Snohomish)
☐ North Sound
☐ Shelton-Sanderson
☐ Gurnee/Renton
☐ Olympia
☐ Paine Field (Everett)
☐ Greater Seattle
☐ SouthWest-Vancouver
☐ Anacortes
☐ Chehalis
☐ Clallam County
☐ Colville Valley
☐ Deer Park
☐ Tri-Cities
☐ Green River
☐ Harvey Field (Snohomish)
☐ North Sound
☐ Shelton-Sanderson
☐ Gurnee/Renton
☐ Olympia
☐ Paine Field (Everett)
☐ Greater Seattle
☐ SouthWest-Vancouver

First Year Membership Dues

General Aviation News (Optional)

☐ $31.00*
☐ $25.00**

TOTAL: ___________

*(Make checks payable to Washington Pilots Association)

* Annual dues structure may vary slightly from Chapter to Chapter.
**General Aviation News and Flyer is available at a reduced price to WPA members.
### CALENDAR OF EVENTS

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<td>WPA - Yakima Valley Chapter Meeting</td>
<td>YKM</td>
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<td><a href="mailto:les@lesfuxe.com">les@lesfuxe.com</a></td>
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<td>WPA - Paine Field Chapter Meeting</td>
<td>PAE</td>
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<td><a href="mailto:grcnewsletter@gmail.com">grcnewsletter@gmail.com</a></td>
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<td>5</td>
<td>WPA - Flyers Club Breakfast</td>
<td>S50</td>
<td>Auburn</td>
<td>360-671-4359</td>
<td><a href="mailto:charles.h.hower@boeing.com">charles.h.hower@boeing.com</a></td>
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<td>11-13</td>
<td>WAM Hood Fly-In</td>
<td>452</td>
<td>Hood River</td>
<td>503-308-1600</td>
<td><a href="mailto:charles.h.hower@boeing.com">charles.h.hower@boeing.com</a></td>
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<td>12</td>
<td>WPA - Harvey Field Chapter Meeting</td>
<td>S45</td>
<td>Snohomish</td>
<td>425-367-875</td>
<td><a href="mailto:charles.h.hower@boeing.com">charles.h.hower@boeing.com</a></td>
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<tr>
<td>12</td>
<td>WPA - Spot Landing Contest &amp; BBQ</td>
<td>RNT</td>
<td>Renton</td>
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<td>13</td>
<td>WPA - Olympia Fly-In (Pearson Air)</td>
<td>OLM</td>
<td>Olympia</td>
<td>503-308-1600</td>
<td><a href="mailto:charles.h.hower@boeing.com">charles.h.hower@boeing.com</a></td>
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<td>OLM</td>
<td>Olympia</td>
<td>503-308-1600</td>
<td><a href="mailto:charles.h.hower@boeing.com">charles.h.hower@boeing.com</a></td>
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<td>Spokane</td>
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<td>WPA - Yakonogan &amp; Ferry County Chapter Meeting</td>
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<td>CLM</td>
<td>Port Angeles</td>
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<td><a href="mailto:meneek@hotmail.com">meneek@hotmail.com</a></td>
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<td><a href="mailto:grcnewsletter@gmail.com">grcnewsletter@gmail.com</a></td>
<td><a href="mailto:meneek@hotmail.com">meneek@hotmail.com</a></td>
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<td>Pasco</td>
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<td>WPA - Yakima Valley Chapter Meeting</td>
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<td>8</td>
<td>WPA - North Sound Chapter Meeting</td>
<td>BLI</td>
<td>Bellingham</td>
<td>360-671-4359</td>
<td><a href="mailto:charles.h.hower@boeing.com">charles.h.hower@boeing.com</a></td>
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<td>WPA - Paine Field Chapter Meeting</td>
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<td>Sno-Isle</td>
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<td><a href="mailto:charles.h.hower@boeing.com">charles.h.hower@boeing.com</a></td>
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<td>10</td>
<td>WPA - Owner Maintenance Seminar</td>
<td>PAE</td>
<td>Sno-Isle</td>
<td>425-367-875</td>
<td><a href="mailto:charles.h.hower@boeing.com">charles.h.hower@boeing.com</a></td>
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<td>11</td>
<td>WPA - Harvey Field Chapter Meeting</td>
<td>S45</td>
<td>Snohomish</td>
<td>425-367-875</td>
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<td>OLM</td>
<td>Olympia</td>
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<td>S50</td>
<td>Auburn</td>
<td>360-671-4359</td>
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