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A VISIT TO SEATAC TOWER
Colleen Turner, Vice President, Greater Seattle Chapter

Thanks to John Amico, President of Greater Seattle Chapter, a group of pilots from Greater Seattle, Green River, Paine Field and Harvey Field chapters had the opportunity to tour SeaTac Tower on Saturday, January 21.

Our tour was led by Mike Maikowski, Air Traffic Controller, who escorted us up 16 floors to the top. All of us were immediately struck by the stunning view, rivaled only by the panoramic vista from the Space Needle’s observation deck. However, the Space Needle doesn’t offer views of sleek airliners taking off into the wild gray yonder or performing picture perfect landings. Mike mentioned that SeaTac Tower handles 1,000 takeoffs and landings per day of which less than a dozen are classified as general aviation.

We were also very impressed with the calm professionalism displayed by the controllers. Mike explained that those who currently work at SeaTac Tower have 20 to 25 years of experience with the FAA. All of them have had previous tours of duty at smaller towers and have been cross-trained to handle the three operating positions at SeaTac: Clearance Delivery, Ground Control and Tower. Approximately 25 percent of them are active pilots. However, given that many controllers will be retiring within the next few years, Mike believes that newly hired controllers could potentially be trained at busy towers like SeaTac in the future. The duration of the training period would be one to two years.

Given that the SeaTac Tower is less than two years old, the equipment is state-of-the-art. No obsolete technology with vacuum tubes and mind-numbing green blips was present. Mike was particularly proud of the Airport Surface Detection Equipment Model X Program (ASDE-X), a leading edge ground air traffic control system that vividly depicts aircraft on the ground using a high-contrast, high-brightness display. The controllers rely heavily on this system as it is not unusual for the controllers’ vision to be obscured by clouds while it is clear on the ground. Interesting… the pilots taxiing on the ground can see each other but the controllers can’t see them without the help of ASDE-X.

Have you ever had an overwhelming desire to cross midfield and take a peek at SeaTac but couldn’t muster up the courage to call SeaTac Tower and request a VFR transition? If so, don’t restrain yourself in the future. With the current Seattle Terminal Area Chart in hand, call SeaTac tower and advise them of your position, altitude, direction of flight and request the SeaTac East/West VFR Transition Route. Mike emphasized that the controllers are happy to help us (but before entering the Class Bravo airspace, be sure that you have been cleared to do so!).

A bit of information that you might find surprising… the controllers say they can generally accommodate a small GA aircraft for touch and goes between 10:30pm and 6:00am. However, you might want to look into landing fees before you rack up one heck of a bill (the Port of Seattle does charge a landing fee - contact them for details).

If you ever have the opportunity to tour the SeaTac tower, we suggest you jump on it. We all agreed that no local pilot should miss this experience!
Well, we’ve made it through the holidays, the wind storm and one of the rainiest winters ever. Now it’s time to get ready for our annual meeting on February 25th in Puyallup. Again this year we will be having our meeting at noon during the Aviation Show. There will be several WPA By-law changes and, of course, an election of officers. Please sign on to our state website to view the changes.

Our quest to increase our membership will kick off in full gear this next month. As I have stated before, the bigger we are, the more powerful we are. WPA has had an important impact on airports and general aviation throughout our state. The Aviation Division of WSDOT values our input and recommendations. As a member of WPA, you make a difference!

As many of you know, we are the middle of updating our web site. A special thanks goes out to Kevin and Mitch for all the work they have done on it. In the next few weeks you will see more updates and, hopefully, fresher material.

The bigger we are, the more powerful we are...and as a WPA member, you make a difference!

Just so you all know, your State Officers have been working diligently to better serve you. Our last Board meeting was held at the Jensen Estate at Greater Crest Airport (inside joke...ask me or Dale about it sometime).

Imagine a 5,000 square mile TFR, running from the Pacific Ocean to the Idaho state line and beyond, 17 NM wide. Imagine this massive airspace closure just shows up one day without any advance warning and no opportunity to plead for fitness. The airspace closure is your own safety, you’re told – so sorry.

Or imagine that one day, the airspace over the metropolitan Seattle area suddenly requires a mandatory flight plan and a discrete transponder code before leaving or entering – even just for some touch and go. All flights beyond local airport traffic patterns also require establishing and maintaining communication with ATC throughout our flight in the zone – not just in today’s Class Bravo, but at any altitude. These requirements apply to all general aviation flights within the special airspace zone, covering Paine Field, Harvey Marion Boeing Field, Renton, Auburn, Crest, Vashon, Bremerton, Tacoma Narrows, Thurston Field and Spanaway. That’s just the way things are going to be, you’re told, get used to it. It’s for security, and these days you just can’t be too careful, right?

Some scenarios may sound crazy (and indeed they are), but unfortunately, they’re not that implausible – at least if you look at the uphill struggles that general aviation businesses, and the people they work for.”

The Washington Pilots Association (WPA) is the bimonthly newspaper of the Washington Pilots Association (WPA), which represents the pilots of Washington State. Letters to the Editor are welcome. Letters must be signed by the author and a contact phone number provided. Send letters to: wpawings@wpaflys.org, or via postal mail: WPA Wings, PO Box 17683, Seattle, WA 98127-1301. DEADLINES ON BACK PAGE: Address changes to Patty Wood, email: membership@wpaflys.org, phone: 360-577-7597.

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

Be smart, please fly safely.
What is the Washington Pilots Association...? ...and Why You Should Be A Member.

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

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

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

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

The WPA is your organization. Help keep the passion for flying alive in the state of Washington, and help us fight to preserve your right to fly. Join or renew your WPA membership today (membership application on page 8 of this issue, or online at www.wpaflys.org).

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

Enjoy the unique camaraderie, fellowship, and friendship with fellow aviators by participating in WPA chapter meetings and social functions. Most chapters have monthly meetings, often featuring outstanding guests speakers to entertain and to educate members. WPA also sponsors fly-outs, picnics, training, and other activities to keep aviation fun. Members can make a use of a private, fly-in rustic cabin in the San Juan Islands, available to members only. Plus, the WPA brings aviation close to the general public through education programs, airport open house, and other public awareness and advocacy activities.

In today’s challenging regulatory environment, those who care about general aviation need to work together to preserve our airports and our rights to fly. WPA is here to promote progress and development of aviation in Washington, and represents general aviation against threats on the state and local levels. Working on behalf of general aviation pilots since 1960, WPA is your voice when decisions are made that can impact your ability to fly. Please join us in our efforts.

### What is the Washington Pilots Association...?...and Why You Should Be A Member.

#### Footer

**WPA Mission Statement—**

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

**And More!**

- **Wanted: Olympia-area Pilots to Help Form a New WPA Chapter at OLM**

Calling all Olympia-area pilots! We’re looking for a handful of South Sound WPA members to help us establish a new WPA chapter in the Olympia/South Puget Sound area. Get involved, help your state pilot association grow stronger, and support WPA’s efforts on behalf of general aviation in the Olympia area.

To lend a hand to our efforts, please contact WPA State President Jim Smith via email at jimsmithcfi@msn.com.

#### Footer

**Snohomish Flying Service**

Harvey Field (S43)

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**Give the gift of Flight!**

A Discovery Airplane Flight ($49) or Discovery Helicopter Flight ($99) makes a great gift for a spouse, non-aviator or any aspiring pilot. Call for details!

**Financing available for qualified applicants through Sallie Mae Financial**

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**We’ve seen several local examples recently where pilots and other interested parties have rallied to save airports and turn aside other threats to general aviation. We need to savor these victories, and learn the lesson that if we work diligently, organize well - and fight like hell - we can and sometimes do actually win.**

But AGA, WPA, and the other organizations that are fighting the good fight are only as strong as their members make them, and to be successful, we need all the help we can get. So if you have friends who are pilots who are not currently members of these groups (or if you’re not), now is the time to step up and join with like-minded friends of general aviation to make sure we have a viable future.

I don’t ever want to have to face a time when it’s mandated to file a flight plan, get a discreet beacon code, and obtain an ATC clearance just to do a few touch and go at a smalltown airport. It’s tempting to dismiss such things and say “it can’t happen here.” But it has happened elsewhere, and if we fail to stand up for general aviation, it could indeed happen here, too.

I don’t know about you, but I plan to give up my right to fly when they pry my cold dead hands off the yoke and throttle (my apologies to Charlton Heston for borrowing his line). If we all join together and fight, we’ll stand a much better chance of avoiding such a dark fate. Please join us in the defense of general aviation.
Nestled on the southern edge of the Snohomish Valley about halfway between Everett and Monroe is the quaint and thriving town of Snohomish. Shoppers and those out to see the sights are drawn to Snohomish to shop at the many antique shops, take in a classic car show or just to tour the very well kept and preserved historic buildings. Outside the southern boundary of the city limits is, in my opinion, the best reason to plan a visit to Snohomish. In the midst of the corn, hay fields, tree farms, golf courses and railroad tracks sits Harvey Field (S43).

The airport has at times been revered by the town of Snohomish as a gateway to their growth and future. Those days have now passed. The political environment in the town of Snohomish has, on many occasions, been not only negative, but at times outright hostile.

The threats facing Harvey Field are similar to those facing many general aviation airports: development pressures, and a sometimes hostile political climate. The city has passed a resolution and sent it on to the County supporting a revised land use ordinance, which if approved, would significantly limit the growth and economic viability of the airport. The City also has plans to permit a condominum/shopping park under the final approach path to runway 14.

An election in November brought many new faces to the City Council and hopefully an attitude change concerning the value of Harvey Field to the community. As most know, Harvey Field is located in the beautiful Snohomish Valley. As with most valleys, flooding can be a concern. The Federal Emergency Management Agency (FEMA), is responsible for mapping flood plains and identifying base flood elevation levels (BFE). In order for flood insurance to be available to businesses and residences in these mapped areas, FEMA requires that the jurisdiction adopt development regulations that will not cause more than a 1 foot rise in BFE during a 100 year flood event.

Harvey Field is located in the Snohomish River Flood Plain. Instead of using FEMA’s standard method of managing flood water, Snohomish County requested permission to use a “density fringe” designation, meaning certain areas of the flood plain are mapped with equal, limited development. In Snohomish County, lands mapped as “density fringe” are subject to a 2% development cap. The agricultural land owners surrounding the airport wanted greater development allowances than the standard 2%, and pressed Snohomish County Planners to come up with a way to increase their options. The County proposed designating Harvey Field as “density fringe” as a tradeoff to increase development and fill opportunities for agricultural land owners. This would have capped airport development at just 2%, and pruned agricultural land owners against the airport.

Unfortunately, because the airport is already developing beyond the 2% cap allowed under the “fringe” designation, construction and development on the airport are currently at a standstill. The existing uses have been grandfathered in because airports are not allowed in the “density fringe” designation. Virtually no additional development on the airport would be allowed.

The County submitted another request to FEMA which would have removed just part of the airport property from “density fringe,” but that would still have crippled the airport’s viability, and was unacceptable to the airport owners.

The airport owners surrounding the airport wanted greater development allowances than the standard 2%, and pressed Snohomish County to work on the mapping issue. The goal was to formulate an alternative that met FEMA’s requirements for no more than a 1 foot rise in BFE, to provide increased development opportunities for the farmers while removing the problematic density fringe designation from the entire airport.

The group effort was successful; the committee of farmers and businesses signed off on “Alternative 5” and presented their findings as a unified group to the Snohomish County Council. The Council unanimously voted to abandon the other four alternatives under consideration in favor of Alternative 5. The formal request for Alternative 5 is now being processed by FEMA officials.

This example clearly shows that our airports are threatened, and need our help to survive...it also shows that if we unite and work hard, we can save a threatened airport.

For more info visit: www.angelflight.org
Or call Fred Jossy at 425-488-0203
The sea stacks become thicker and more numerous as you approach Quillayute, and old abandoned lighthouse keeper’s buildings, and its wave-swept surrounding rocks teeming with wildlife.

Don’t be surprised if you run into some turbulence here, as the wind currents mixing in from the Pacific Ocean and the edge of the continent sort themselves out. It’s time to turn right here (unless you’re headed for Canada), and follow the shoreline eastward along the Strait of Juan de Fuca.

Fly past Neah Bay and Sekiu, noting the airport’s interesting approach from the east (“a carrier landing” with a “carrier” 350 feet high, I usually stop to top off the tanks at Fort Lewis in Port Angeles). Head due north, and you’ll be at your destination.

Tired of the same old local flights, hundred dollar salmon-burger runs and familiar circuits? Looking for a great, really memorable flight? GET OUT AND FLY MORE - around the country or across the Pacific.

If you haven’t done this flight -- or haven’t done it lately -- you have to promise yourself you’ll find a nice day and make this trip. The scenery is nothing short of stunning, and will leave you breathless and counting your blessings (which include living and having the chance to fly in one of the most beautiful corners of the planet). You’ll see a lot of wildlife, probably more than you’d ever want to see, and get to see some whales if you’re lucky. I tell them we may or may not see any whales, that the scenery is beautiful enough to make the trip worthwhile… and if we see whales, too, well that’s icing on the cake.

Some Things To Keep In Mind – Much of this route is over very remote wilderness country, with lengthy stretches over water and inhospitable terrain where there are few attractive options for emergency landings, let alone services. There are also places where it can be difficult to get in radio contact with FSS, and the weather here is some of the very worst you’ll find in our famously weather-challenged region.

1960 Piper Colt for sale. 2995 TT, 890 SMOH, 10 STOL on Ly 5303 150HP, 36 gal fuel, mc gas, STC, many upgrades, m&r, KX12, KMA20, VHF, SPXDR, G4, intro, Sarmin 196 handheld GPS in, fresh annual, airframe in ex condition. All logs since new. Contact Royal Sefton, 360-966-2670.


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

CALLIAM COUNTY - The Culliam County chapter meets on the third Thursday of the month at Rito Bros (FBO) at Port Angeles - Fairchild International Airport (CLM). Meetings begin at 7:00 pm, and all are welcome. For more info on the Culliam County chapter, contact Gene Rimov at (360) 652-2860.

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

DEER PARK - The Deer Park chapter meets on the fourth Friday of the month, every month except November. Meetings begin with a potluck dinner at 6:30 pm, with chapter business starting at 7:15 pm, and the program begins at 8:00 pm. Meetings are held at the Deer Park City Hall, and visitors are always welcome. Please contact Bill Moore at (509) 276-2479, email moore@skx.net.com.

GREEN RIVER - The Green River chapter meets for dinner at 7 pm on the third Friday of each month, at the quosert hut at 790 Perimeter Road at Renton Airport (that’s the first building north of the control tower). For more info of the Green River chapter and its activities, please contact Tom Little at (425) 277-1934, email tom.little@earthlink.net.

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

NORTH SOUND/BELLINGHAM - The North Sound chapter meets every second Thursday of the month (except during June, July and August), at 7:30 pm on the second floor of the old Port of Bellingham administration building, at Bellingham International Airport (BLI). For more info on the North Sound chapter, contact Wayne Lands at (360) 647-8206, email landsr@comcast.net.

OKANOGAN COUNTY - The Okanogan County chapter meets on the third Thursday of the month, on the airport, alternating between Omak and Tonasket. Drop-in visitors and non-members are always welcome. To confirm meeting details and for more information please contact Bob Ulrich at (509) 997-3853, email btimwitp1@msn.com.

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

SPokane CHAPTER GEARING UP FOR ANOTHER BUSY FLYING SEASON

On January 28th the Spokane chapter held its Annual Dinner and Benefit Auction. Our past chapter president, Debbie Dickerson, presented the following 2005 Award Displays: Pilot of the Year - Aaron Hoffman; Spark Plug Award - Jeff Renfrow; Sponsor of the Year - Regal Aviation; Flight Time Achievement - Addison Pemberton; and the Wright Stuff - Andrew White. Kudos go to Debbie Dickerson for her outstanding job of organizing this successful event.

Our chapter is currently working on planning for a Felts Field Neighbor Day, partnering with the businesses of Felts Field. The goal is to have a Felts Field event that is for the benefit of Felts Field, its affiliated businesses, and its users. There are still several questions and issues that need to be considered by members of the WPA, the FAA, and the EAA. Should we decide to go forward, we will ultimately present the final plan back to the Spokane Airport Board.

Board member, Bob Warner, has promoted the idea of scheduling monthly fly-outs. These fly-outs will start in March and will be held on the Saturday following our monthly general membership meetings. Our monthly meetings will continue to be held the third Wednesday of each month. Because of Board member Tom Morris’ proposal to our chapter, last year we adopted Lower Granite Airport at Boyer Park on the Snake River West of Pullman. On May 20th, we plan on a fly-out to Lower Granite Airport as one of our monthly fly-outs.

Our organization has an annual history of hosting two major fly-out activities. The first is treating kids from the Hutton settlement for a day trip fly-out. The other is taking the veterans from the VA on a Fall Foliage flight. A tremendous amount of work goes into coordinating these activities and the pilots. Mike Eller has done a yeoman’s job in the past and has indicated he will continue to help us out with these activities. If you are interested in joining us to help transport the kids or the veterans, then email me for details at speakevendon@worldlink.net.

Aviation safety and education are also promoted through our organization. At this point, Jeff Renfrow and Debbie Dickerson together with Linda Polley of the 99s are working on a Pilot Companion Safety Event, in conjunction with the 99s, designed for that individual who commonly flies with you in the right seat. Updates will be forthcoming as details become finalized.

On March, 15th at 6:00, our General Meeting will be at Marie Calendar’s on Aronne. Our guest speaker will be Dave Hood from Western Avionics, “Update on Panel mount systems (that work together and systems that don’t) and hand-held GPS. ANR vs PNR Headsets.” In addition, our first fly-out is planned for the 18th (weather permitting), and will decide on a destination at our March General Meeting, so bring your ideas. For the fly-out, we will meet at WPA/EA on Club House.

ANACORTES CHAPTER: LOOKING TO BETTER TIMES AHEAD

Warren Walz, Anacortes Chapter President

The Anacortes Chapter recently held a meeting and elected Warren Walz President and Mike Freeman Vice President. We all want to thank Anni Brogan, immediate past chapter President, for all her efforts.

The main topic of the evening was a discussion of what direction the chapter should proceed going forward, after a challenging time when the airport’s future was in doubt. Adam Jones of 48 North Aviation had put together the idea prior to the meeting of having a friendly fly-in to welcome the aviation community back to a more friendly Anacortes airport.

The date of June 3rd was set as the date of the fly-in, with Adam being the chairman of the event. With most of the trees removed from the on-airport airspace, new hangars by 48 North Aviation and another new on-airport maintenance shop, we hope to show off an improved Anacortes airport to the aviation community. We expect there to be a midway BBQ and other activities for the event. Watch for more to come regarding the fly-in.

On the politics side of the Anacortes airport, the Port of Anacortes and the anti-airport members of the community seem to have stopped all efforts to destroy the airport, and it is now time we move on.

The regular meeting of the Anacortes chapter is the second Thursday of the middle month of each quarter at 18:30 local time. However due to the upcoming fly-in, we will be having monthly meetings on the same day until the event. Currently the meetings are being held in the hangar of Micro Aerodynamics.
When I agreed to take over the organization of the annual WPA Toys for Tots Campaign and Fly Out from Nancy Jensen and Michelle Condiff, Nancy warned me that the weather would probably not cooperate on the big day of the fly out. “In some years,” Nancy remarked, “the weather was so nasty, the wind was blowing torrents of rain through the hangar door.” Given that I’m a recent transplant from California, I told Nancy that I would do everything in my power to bring California weather to Puget Sound on Saturday, December 17, when WPA pilots and U.S. Marines were expected to congregate at Galvin Flying Services on Boeing Field. Their assigned mission was to fly to various airports in Puget Sound to pick up the toys in the collection barrels that Nancy and Tom Jensen, Jim Davidson, Joe Bryant, Marv Olsen and I had distributed a few weeks before to a number of airport businesses and other sites.

I awoke on Saturday morning hoping that the blanket of freezing fog that had socked in Puget Sound for the past few days had disappeared. Much to my pleasant surprise, when I peeked outside I found CARU conditions – not California CARU given the cold temperature, but wonderful nonetheless, and not bad at all for December in Seattle! The run would be with us on the 13th annual WPA Toys for Tots Fly Out, even if we did have to put up with a few bumps and wind.

Nancy and Tom Jensen, Esther and Al Banholzer and March Warner brought plenty of tasty baked goods and hot drinks while John Amico ordered pizza. With such an important operation ahead, we wanted the troops to be well fed.

By 11:30 am, there were six young Marines from the U.S. Marine Corps Reserve and thirteen eager pilots anxious to take off. The flying Santas were John Amico from Boeing Field; Drew Anderson and Bob Holt from Auburn Airport; Al Banholzer and Larry Holtz from Crest Airpark; Jim Davidson, Fred Jossy, Kirk Kainholtz, and Dale Tenrvedo from Renton Airport; Mike Latta from Evergreen Sky Ranch; and Daryl Hickman from Paine Field. The pilots of the flying Santas were John Amico from Boeing Field; Drew Anderson and Bob Holt from Auburn Airport; Al Banholzer and Larry Holtz from Crest Airpark; Jim Davidson, Fred Jossy, Kirk Kainholtz, and Dale Tenrvedo from Paine Field; Bob Dempster and Daryl Hickman from Renton Airport; Jim Davidson and Dale Tenrvedo brought toys that were donated at their client Christmas parties and Fred Jossy gathered even more toys at a Civil Air Patrol Flotilla Christmas party.

As we unloaded the toys from the planes, I was amazed at how quickly we were filling our allotted space in Galvin’s hangar and heartened by the generosity of the caring people who donated toys.

One of our Toys for Tots collection barrels.

I was amazed at how quickly we were filling our allotted space in Galvin’s hangar and heartened by the generosity of the caring people who donated toys. For thousands of less fortunate children. I wondered if the Marines had a truck big enough to take away all of these toys!

Next year, I hope to get an earlier start on the WPA Toys for Tots Campaign. I would like to get additional toy collection barrels from the U.S. Marine Corps Reserve and distribute them at more airports in the Puget Sound region and other locations identified by WPA members. The more pilots, airports and businesses involved, the more children who will wake up to a new, shiny toy on Christmas morning.

Personally, I can’t think of a better way to celebrate the Holiday spirit. Thanks so much to all who participated this year - watch for our barrels next December!
EVENTS CALENDAR

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

There are just too many great activities that are held every year that we only hear about after the event. WPA wants to correct this situation by trying to list all of the flying events within the state or surrounding area. This can only be done with your help, our Chapters, and our other members sending in news of events in your area. Please email all information concerning events to events@wpaflys.org or call or fax the news item to (425) 229-6330. Help us make this calendar in WPA Wings a very useful item - so send in the event!

FEBRUARY

4 Twin Oaks Airpark, Hillsboro, Fly-in Breakfast 08:00-10:00, EAA #105, 503-670-1144
4 Hanger 15 monthly Weene Burn and Open House, Bellingham, 11:00-14:00, 360-671-2250
10 Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601
14 Renton CFI Workshop, 7 pm, Embry-Riddle Aeronautical University, 1000 Oakesdale Ave. SW, Suite 110, Renton. 425-227-2561
14 Bellingham CFI Workshop, 7 am, 4255 Mitchell Way, Room 206, Bellingham, 425-227-2561
11 Safety Meeting, Big Bend Comm. College, 09:30 - Jerry Richardson, 506-765-9735
18 Heritage Flight Museum Open House, Bellingham, 12:00-16:00 - Kate 360-733-4422
18 Practical Density Altitude, 9 am, Avian Flight Center, Bremerton, 360-674-2111
23 Wings Program, Museum of Flight, 7:00pm - Chuck Scottie, 425-227-2880
24 Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601
25 Pilot Safety Seminar, Regal Air, Paine Field, 10:00-12:00 - Regal Air, 800-337-0345
25 WPA Annual General Meeting at Northwest Aviation Conference and Trade Show
25 WASAR Annual Membership Meeting at Northwest Aviation Conference and Trade Show
25-26 Northwest Aviation Conference and Trade Show, 9:00 - Puyallup Fairgrounds
28 Runway Safety, 7 pm, Big Bend Community College, 360-341-2623 ext. 2358
3-5 Winthrop Hot Air Balloon Festival, Winthrop. 888-463-8469
http://www.balloonsemin dow.com/ 4 Twin Oaks Airpark, Hillsboro, Fly-in Breakfast 08:00-10:00, EAA #105, 503-670-1144
4 Hanger 15 monthly Weene Burn and Open House, Bellingham, 11:00-14:00, 360-671-2250
Spring Flng Fly-in Potluck, Willapa Harbor Airport, Raymond - South Bend, starts at noon. 360-942-0285.
5 Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601
10 Women Fly! Young Women and Aviation/Aerospace Careers, Museum of Flight, Boeing Field, Seattle. 206-768-7228
10 Heritage Flight Museum Open House, Bellingham, 12:00-16:00 - Kate 360-733-4422
23 Wings Program, Museum of Flight, 7:00pm - Chuck Scottie, 425-227-2880
25 Pilot Safety Seminar, Regal Air, Paine Field, 10:00-12:00 - Regal Air, 800-337-0345
21 Safety Breakfast at Port Angeles, Airport Coffee Shop, 07:30 (CC) - Steve, 360-452-6601

GOT NEWS?

HELP WPA KEEP WASHINGTON PILOTS INFORMED OF WHAT’S HAPPENING ACROSS THE STATE. SEND YOUR NEWS TIPS TO US AT WPWINGS@WPAFLYS.ORG

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February-March 2006

WPA Wings February-March 2006

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